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A1

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Cycling and MOPEDS

Founded 1891

JANUARY 2, 1958 No. 3477

PROPRIETORS:
TEMPLE PRESS LIMITED

CHAIRMAN AND MANAGING DIRECTOR:
ROLAND E. DANGERFIELD

Head Office:
BOWLING GREEN LANE, LONDON, E.C.1
Terminus 3636 *"Pressimus, London, Telex."*
Telex: 23839. *Cables: Telex* 23839=*Pressimus, London.*
Birmingham—Bayliss House, Hurst Street. Midland 6616.
Coventry—50 Hertford Street. Coventry 62464.
Manchester—1 Brazennose Street. Deansgate 6114-8.
Glasgow—12 Renfield Street. Glasgow Central 1413.
Annual Subscription Rate: £1.12.6 (Canada & USA $5.00)

Editor - - H. H. ENGLAND

Assistant Editor - GEORGE PEARSON

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COVER PICTURE

This will be Child Cyclists' Year. Training the youngster in road safety will be one of the biggest plans of 1958. Our picture shows the Royal Air Force "Safe Cycling League" in action, the members being the kiddies in the married quarters at Tern Hill, Shropshire. The local village children are also anxious to join the League and win efficiency certificates.

OUR POINT OF VIEW

THE SPORT NEEDS YOU!

Some Thoughts Inspired by the R.T.T.C. Report and Balance Sheet

THE cost of cycling sport is going up. (Indeed, the cost of the organized pastime of cycling is on the increase, too!)

Inevitably each participant must pay a share of the currently rising prices of postage, printing and the other services involved, but most effective of all would be for more cyclists to take up, or retain, their memberships of the various cycling organizations and take a fuller part in the activities provided.

These thoughts are inspired by the Road Time Trials Council report, balance sheet and National Council Meeting agenda just issued. There were losses on the past year both in the administration of time trial sport and in promoting the Royal Albert Hall Concert. A full house for this unique gathering of cyclists that "has become bound up with the prestige of cycling" would ensure that a drain of a quarter of a thousand pounds per annum would be arrested.

* * *

The Council's report confirms the progress that has been made towards a measure of agreement between the N.C.U., R.T.T.C. and B.L.R.C. A significant hope is expressed that a joint committee might be set up for the purpose of handling invitations from abroad for British riders to compete in cycle races. Selection and team costs to be undertaken by the three bodies on the basis that track invitations should be the N.C.U.'s affair; time trial participation abroad would be handled by the R.T.T.C. and massed-start acceptances looked after jointly by the N.C.U. and B.L.R.C. where riders under each code are concerned or by one of these bodies if the other signified that it had no interest in that particular event.

Our New Year wish, therefore, is for still more goodwill in the solving of differences in cycling administration and a rank and file of cyclists who will be willing to show more enthusiasm for their sport and pastime by sharing the costs and activities of at least one national organization in addition to their own local club's programme. That way would come prosperity and a further progress in ideas for the betterment of the game.

PRIDE OF ACHIEVEMENT

The Fun of Becoming a Chartist

IT is an instinct of man to keep records. It is the weakness of a supervening lethargy that causes his recordings to peter out.

So much for most diaries.

But keeping a tally of the miles ridden on a bicycle is a different matter. Pride of achievement comes into the picture and the higher the line on the mileage chart, the keener the desire to keep the graph at a creditable level. CYCLING'S 1958 Mileage Chart is on the inside back cover of this issue.

Record your miles on it, week by week, and then send it to us for review in the first few days of 1959.

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A2

Behind the Bike Game

My Toughest Test—

by REG HARRIS

"I believe that, if I had concentrated for a period on the kilometre . . . the outdoor record would be in the region of 1-7.3, and the indoor 1-6.8."

(Right) Hans Pffeninger, Swiss sprinter and all-rounder who, in 1955, broke a Harris record—the indoor 1,000 metres standing start. (Above) Keith Harrison gained the British amateur 1,000 metres record riding to Harris's advice.

"TELL me, Reg, what would you say is the toughest ride in the game, the hardest race?" If I had sixpence for every time over the past 20 years I've been asked that question I'd be able to build a covered grandstand all round Fallowfield!

It sounds simple, but it is, of course, a question without a simple or single answer. If you asked Bobet, he'd probably plump for the Tour de France, Baldini for the hour record, Stan Brittain for the Warsaw-Berlin-Prague stage race, Norman Sheil for the 4,000-metre pursuit, any aspiring time trialist for the round 100 miles, and so on.

Like them, I can only answer from my own experience. From that I have no doubts. The hardest ride in the world for me—and for any man with the developed or inherent ability to attempt it—is the standing-start 1,000-metre time trial.

That this is so, of course, is what led me, as a professional from 1949 onwards, to devote possibly more time to tightening the world records, outdoor and indoor, at this distance than any other man. I found the kilometre challenge considerable, and, if I had any "speciality" outside pure sprinting, it was the riding of standing-start kilometres.

I had, of course, ridden plenty as an amateur, and I found then and have always maintained that my normal hard training enabled me to produce times out of the reach of many outstanding sprinters. With the sort of training I was doing, I could, at almost any point in the season, have ridden a good road race, and I never found it necessary to vary my routine in any way in preparation for an attack on the kilometre record. Of my contemporaries, the same could be said perhaps only of Van Vliet at his best. The kilometre is a trial not only of speed, but of strength and stamina, and Van Vliet was perhaps the only man with the inherent record-standard ability whose outlook and training gave him the means to attempt it. But he was always more interested in the shortest of the records, the 200 metres! And, because men like Sacchi, Maspes, Gaignard and Potzernheim — pure short sprinters — knew themselves too well to bother about the kilometre, I was most of the time attacking my own bests.

In 1949, however, the outdoor record had been held by the Italian Battesini since 1938 with 1 min. 10 sec. I had equalled that time at Fallowfield in June of 1949—incidentally a time that remains the fastest to date in Britain (that it appears in no lists is due to the fact that there was no British record then on the books). I went to the Vel Vigorelli in October of 1949 and did 1-9.8, which stood as world record until, almost exactly three years later, I reduced it, on the same track, to 1-8.6.

The month after breaking the outdoor record for the first time in 1949, I had a crack at the indoor figures at the Hallenstadion in Zurich, the fastest covered track in the world. I equalled them with 1-9.6. Five months later in Brussels I did 1-9, but the ride was not scheduled as a record attempt. Two months after that, again in Brussels, in May, I rode the fastest standing-start 1,000 metres yet done.

The time was 1-7, but it doesn't appear on the books. A stipulation of the U.C.I., which authenticates world records, is that they must be claimed within a month of their execution. The 1-7 was not submitted in time, and it was not until November of 1952 that I eventually went on the books with the indoor best. In a match in Paris, the French sprinter Bellenger, riding at 3.55 p.m., did 1-9.6 to equal the pre-war record of Karel Kaers, made at the same track. Five minutes later, a little cruelly, I returned 1-9!

I was, of course, happy, but I was not satisfied that a limit had been reached, especially with regard to the indoor time. I was right. At the Dortmund track in February of 1955, not fully recovered from flu, I did 1-8.9, and six months later the promising Swiss sprinter, Hans Pffeninger, took off another tenth of a second at the Zurich Hallenstadion. Due to the rule which necessitates a clear fifth of a second beating of these records, Pffeninger's time went on the list, and although mine appears in some references, it was never actually confirmed.

It was in the hope of regaining this world indoor record before retirement that last July I arranged for a special attempt at the Hallenstadion. It was, I think, the hardest of my many kilometre

rides. The weather was cold; there was no meeting, which prevented me from warming up, as I prefer to, with a few sprints; and the lack of a crowd eliminated the atmosphere and sense of tension that is a big help on these rides. However, it was on the Hallenstadion track, 250 metres of super-smooth wood, that I rode one of my fastest-ever sprints, a one-lap record of 14 sec. I had 25 minutes on the outdoor track at Zurich on the morning of the kilometre attack and, just before the attempt, a half-hour warm up with Von Buren, Pffeninger and Plattner, who'd turned out especially for me. And I regained the record with 1-8 dead.

Hence, at the moment, I hold the two world kilometre records plus the British professional record in 1-11.2 (made on a Monday evening at Fallowfield in 1950 after flying home from two week-end meetings on the Continent). But I feel there is plenty of room for improvement in these times.

The outdoor record of 1-8.6, for instance, made in Milan in poor weather in 1952,

Speed The Kilometre

followed a cancelled plane, a sleepless night in a trans-Continental train, and a heavy meal with Sid Patterson. I believe that, if I had concentrated on the kilometre, settling perhaps for a period in Milan after the 1951 world championship, the outdoor record would be in the region of 1-7.3, and the indoor 1-6.8.

Now, to the average racing man, even perhaps to the trackman who has a fast kilometre in his legs, these times may sound a little fanciful.

They are not really. Performances of this sort—even better—are quite feasible provided a man with the natural ability sees the kilometre in its correct perspective, is properly prepared for it, and knows how to ride the distance.

What must first of all be realized is that the effort required to ride a world record-standard kilometre is rather more than, for instance, that necessary to produce three last 200 metres of 11.2 seconds. Most top-rate sprinters at the peak of their form might be able to reproduce 200-metre rides under 12 sec. every day for a week. Few, if any, could ride two record kilometres in a week. The rate of expenditure is far higher, and, it follows, the rate of recovery is far slower.

Moreover, as I've said, there are many outstanding sprinters who, despite their speed over 200 metres, could not ride a kilometre, chiefly because their training is designed purely to induce speed and a rapid recovery rate, at the expense of strength and stamina.

In the end, however, what is going to make the major difference between a 1-10 and a 1-20 for the 1,000 metres (in Britain) is the thought that goes into it, both before and during the effort. Perhaps be-

Dortmund, February, 1955. Harris, not fully recovered from flu, smashes his own indoor kilometre record with 1-8.9.

cause it is so rarely included in a race programme—obviously because of its exhaustive nature—very few riders have much idea about how to tackle the kilometre.

I have, of course, developed my own system, and after "proving the pudding" I passed it on to Van Vliet, whose adoption of it brought considerable improvement at the distance.

Where the average rider loses those precious fractions of seconds is often during and immediately after the start. Sensing that this is so, his efforts over the next 500 metres become desperate, uncontrolled and often so fatiguing that his final phase is a comparative crawl.

I divided the kilometre into three phases: the first 100 metres, the next 500 metres, and the last 400. I forced my mind to control the effort on the first two phases and relied on my will and strength only on the last.

Phase One: The first 100 metres must be as fast as you can ride, absolutely flat-out, and will be "punched" out of the saddle.

Phase two begins when you return to the saddle. There is inevitably a slight loss of speed and rhythm. Instead of attempting, as soon as you hit the saddle, to accelerate immediately to your former maximum pace, try to accelerate rhythmically, to spread and at the same time heighten the effort over the whole of the next 500 metres. Ideally, this should bring you at maximum speed into

Phase three, the last 400 metres. And this is where only fitness and will-power will serve you. The object is obviously to retain the maximum speed built up over the second phase. It can never be done, but it is surprising, if phases one and two have been properly executed, how much you can afford to lose without missing a creditable time.

To my mind, then, the start and the succeeding 500 metres are all-important in kilometre riding.

I think that the Midland sprinter, Keith Harrison, is another who would agree with that. On a day of freakish weather at Fallowfield in 1956 he adopted my advice for an attempt on the national amateur record. He got it with 1-12.2.

Don't Worry About That Extra Inch!

WITH the Christmas and New Year's Eve festivities behind them, many racing girls are now eager to resume their training programme. Don't let that extra inch around the midriff worry you too much after all the merry feasting, for although it may not disappear during the next month or two, the warmer weather will soon disperse that unwanted poundage!

A word of warning to the young rider who is new to the game—do not ride too hard in freezing conditions, for drawing in lungsful of ice-cold air cannot be good for anyone. A 2 a.m. start on the London to Portsmouth and back record in really Arctic conditions early one May proved this point to me. My lungs have never undergone such a strain, for through inhaling the frosty air when all-out for this record, I broke a small blood vessel in my throat. It really frightened me, and Sir Adolphe Abrahams told me that the wisest thing to do in future would be to start on records later in the morning when the air was a little warmer. Needless to say, I took his advice, and feel that it is well worth passing on.

Keeping Warm

Another point to remember—should you be unfortunate enough to puncture when out training in very wintry conditions, the enforced stoppage means that you will get cold after your exertions, with the chance of catching a severe chill. An excellent idea is to carry a spare warm sweater to pop on should you have any mechanical trouble.

If on arrival home after a good steady ride, you see a roaring fire blazing in the hearth, don't be tempted to sit down in front of it without first having a hot bath or giving yourself a brisk rub down and a change of dry clothing. To allow your clothes to dry on you is another way to catch a chill.

Chilly winds can often chafe your face and make it rough and sore, but you will find that Lanoline or zinc and castor oil creams are both excellent and inexpensive remedies.

Eve Todd is hoping to be in the team when women's world championships begin.

I cannot allow myself to press on to 1958 without halting awhile to look back and salute our 1957 champions. I, for one, have only just got my voice back to normal after cheering at the B.A.R. concert, and we can anticipate another season of breathtaking rides from our great Best All-rounder, Iris Miles, Scala Wheelers. Despite ever-increasing opposition, she managed to pull out that extra speed to retain her coveted title. I feel that too little has been written about this superb rider.

At 25 miles, however, Millie Robinson, Manx Viking Wheelers, reigns supreme, and her staggering 1-2 must surely rank as one of the greatest performances ever by a girl. Well do I know how difficult it is to knock off those odd seconds in a "25," and I can fully appreciate the physical and mental effort required for such a ride.

Once a champion, there can be no easing up, for any of our leading riders of to-day know full well that the girl who didn't quite make the top grade last year may prove a greater opponent in the future, and needs to be carefully watched. I could name quite a list of those who will be fighting it out this season. Bridget Stock, Haverhill Wheelers, came second to Millie in the Easterley "25" and is a stylish rider who has ridden consistently throughout the season. She has been in the top four in most events in which she has participated, and her one win, when she beat Sylvia Hayden in the Bedfordshire Ladies "25," was a most praiseworthy effort. Other prominent Eastern Counties riders are Cynthia Carey, E.A.C.C., and Jacqueline Denny, Diss and District, the latter having covered 188 miles on a tricycle in a 12-hour event.

Eileen Sheridan Calling . . .

NEWS AND VIEWS ON FEMININE CYCLING

A Grand Bunch

What a grand bunch of girls there is in the Silchester C.C. Whether you meet them up the road or at social functions, they are always the same happy crowd. Kay Hawkins hopes to compete in a few track events this year, and although she would like to get back into her stride in time trials, baby Jacqueline is taking up too much of her time these days. Val. Garrett is always a rider to be reckoned with, and there is no knowing what she might do in the coming season. Eve Todd, who rode so well to take her place in the British team in the "Tour Feminin," is very keen to gain a place in the team in the world championships (this year?). Val and Eve, together with the late Pat Poole, were of course the national 25-mile team champions, and Dick Poole, in memory of his wife, has kindly donated a trophy to the Silchester. It will be known as the Pat Poole Memorial Ladies Club "25" trophy.

Among the other keen racing girls in this enthusiastic club are Iris Ward, Carole Dickson, Shirley Peterson, and Sheila Mudge. One of the club's greatest assets is their lively and attractive social secretary, Babs Cook, whose gay personality makes her one of the most popular girls in the London area.

Men at Work

Roy Hopkins, Devon and Cornwall Best all-rounder in 1955 and 56 and second in 1957, is a cement worker at a quarry near Newton Abbot, where he lives. A "keep-fit" job in winter, he finds it a little too strenuous in the racing season!

A successful all-round professional at the moment, Frenchman Pierre Brun plans for the future. Much of his leisure time is spent studying accountancy.

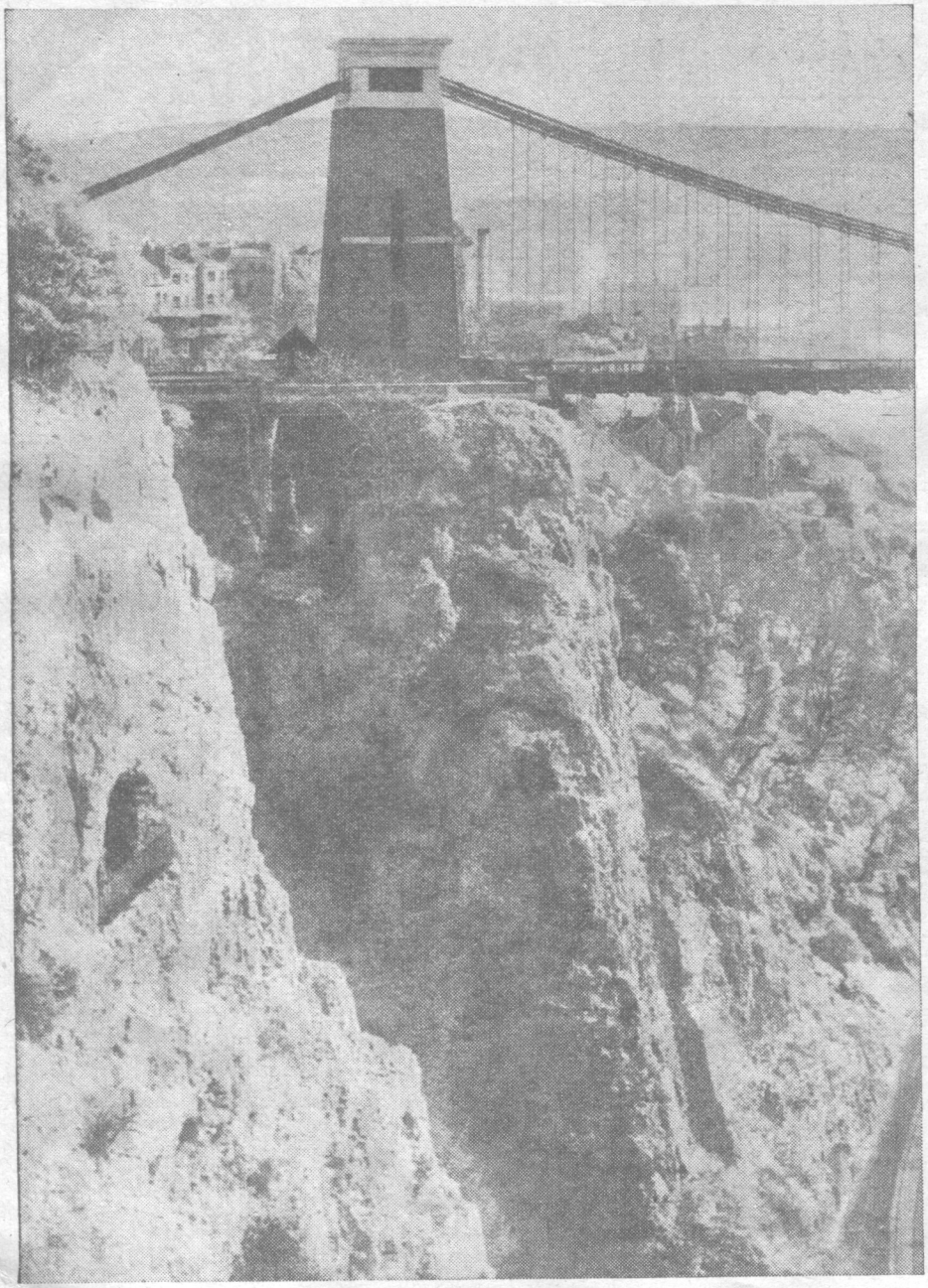
Champion at 50 and 100 miles and 12 hours of the far south-west last year, Don Noble, an all-round sportsman—Rugger, cycle speedway, polo and cross-country running—ends an evening training run.

A7

BRISTOL'S CAMERA OBSCURA

The epidiascope used to illustrate school geography lessons is based on the same principle as a camera obscura. The latter is, in its simplest form, a lens, a mirror, and a sheet of ground glass. The lens is "aimed" at an object and the image is reflected by the mirror on to the glass.

by Reece Winstone



(Above) The Giant's Cave, cut into the cliff beside the River Avon, is seen on the left of the picture with the Clifton Suspension Bridge in the distance. On facing page is the Observatory which houses the camera obscura and (below) a view from the Observatory of the "Lovers' Leap," 350 feet above the Avon, looking across to Leigh Woods, Somerset.

A8

TOURISTS in the West Country who use cameras should make a point of visiting the observatory on the summit of Clifton Down, Bristol. Overlooking the Avon Gorge, it commands wide views all round the city. Inside is a camera obscura, dating from 1829, similar in style to the one in Italy which inspired Fox Talbot to pursue his researches in photography, and so invent the negative as we know it to-day. Latimer records the building of the observatory in this way:—

"In April 1828, the Society of Merchants granted to Mr. Wm. West, a local artist, a nominal rent, the ruins of an old windmill, known as the snuff mill, on Clifton Down, which had been destroyed by fire, Oct. 30 1777. Mr. West built a dwelling house on the spot, and reconstructed the tower, which he fitted up in 1829 with telescopes and a camera-obscura, and styles an observatory. Some years later, at considerable expense, he excavated a passage from the building to the well-known 'Giant's Cave.' This was opened in July 1837. Photography appears to have been introduced to the people of Bristol at Mr. West's abode. In an advertisement in a Bristol newspaper of April 27 1839, it was announced that 'various kinds of photogenic drawing' might be seen, and that 'superior photogenic paper' was sold at the Observatory."

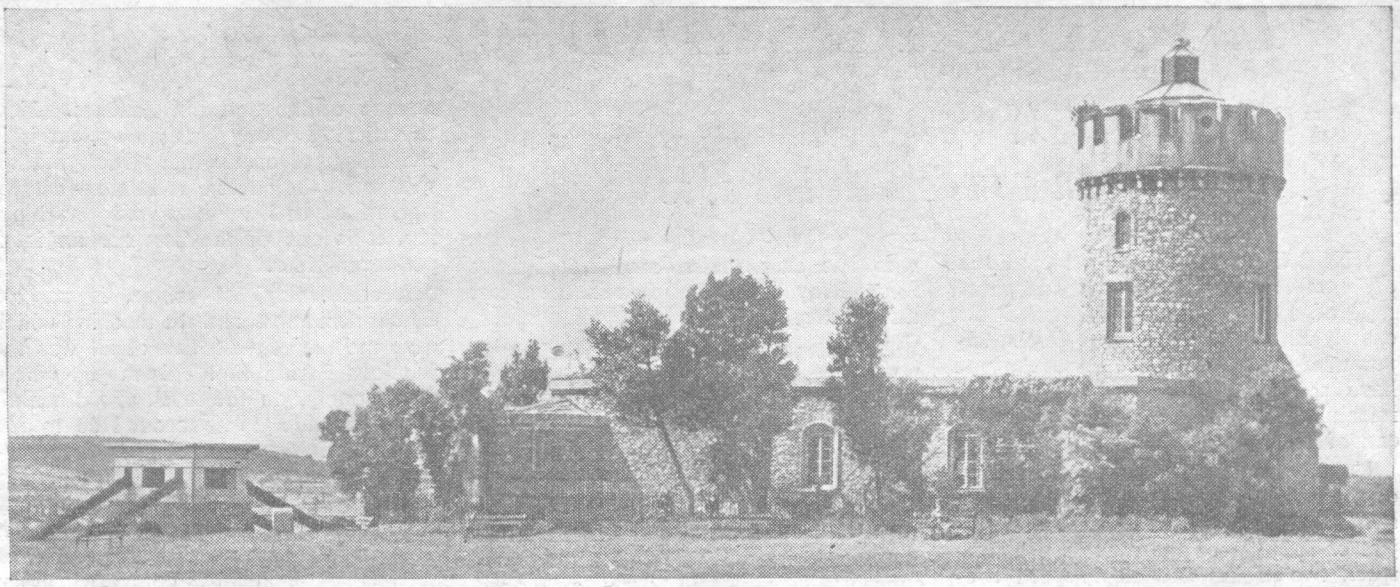
A Magical Effect

A notice-board outside the tower describes the camera obscura:—

"Upon the summit of the tower is placed an excellent and unusually large camera obscura, the diameter of the picture being 5 feet and embracing the whole of the surrounding scenery from the base of the tower to the horizon. The camera obscura, to those unacquainted with it, has a magical effect, the movement of persons, animals and carriages, the waving of foliage, and the coming and going of ships being brought in the picture with the distinction and vivid colouring of nature, and affording a high gratification to the observer from the continual changes and varying effects of light and shade upon the landscape."

And *Felix Farley's Bristol Journal* had this advertisement in 1839:—

"Observatory, Clifton. The public and visitors to the above are respectfully informed that the various kinds of PHOTO-



GENIC DRAWING, by the Solar Microscope, by the Camera, and by ETCHING on GLASS, may be seen and the process shown and explained.

"Superior PHOTOGENIC PAPER, prepared by Mr. West and warranted to be of a clear, uniform, rich brown tint, may be obtained in shilling packets at the Observatory; of Mr. Giles, Chemist, Crescent; of Mr. Lancaster, Bookseller, Gloucester Row; of Mr. Hartland, Chemist, 12 St. Augustine's Parade, and of Mr. Lancaster, Bookseller, Broad Street. Mr. West's PHOTOGENIC ETCHING of the QUEEN may be had also as above."

It is strange to record that few Bristolians know of their camera obscura, and very few have seen it in action. How many other cameras obscura are there in England?

A9

LOOK BACK AND WONDER!

"Centaur" Sums Up on the Mopeds He Tested in 1957, and Looks Ahead into 1958

SINCE CYCLING adopted a New Look, and mopeds became part and parcel of our job, we have carried out exactly 30 road tests of these fascinating powered two-wheelers. The results you have seen week by week; for ready reference, they are tabulated also at the end of this article.

Unquestionably, the most popular type of machine has been the two-speed two-stroke, which type has formed the subject of fully 21 of the reports. Three-speed two-strokes and single-speed two-strokes have had three tests each; a variable-geared two-stroke one. That makes 28 two-strokes in all. Four-strokes are represented by one three-speeder and one two-speeder.

Of the models tested, the majority—14—proved capable of between 30 and 33 m.p.h.; a further 11 could better 33 m.p.h. Only five fell into the "under-30 m.p.h. bracket." Fastest of all was the four-stroke Parilla T.4, with 38 m.p.h.

Fuel consumptions varied widely. At 20 m.p.h. the 141-150 m.p.g. bracket contained most machines (10); seven managed to better 170 m.p.g., and six failed to exceed 140 m.p.g. At 30 m.p.h. the 111-120 m.p.g. bracket contained the most "takers"—10 in all. Tops in the fuel consumption stakes, by a long, long way, was the "Mobymatic," with 20- and 30-m.p.h. consumptions of 220 and 160 m.p.g. respectively.

Braking? Here a "15-ft.-from-20-m.p.h., 34-ft.-from-30-m.p.h." rule would seem to apply, most machines coming within a few feet of these figures. Again, though, there were some outstanding models—the Mobylette "Standard," for instance, which stopped in just 8 ft. from 20 m.p.h., and the Phillips "Gadabout," which came to rest in 18 ft. from 30 m.p.h.

The picture of the average moped which emerges, then, is of a 33-m.p.h. machine, capable of covering just over 140 miles to each gallon at 20 m.p.h., and around 115 miles at 30 m.p.h.—which gives us a standard to go on. However, standards are usually pretty personal things, and like everybody else who has ever ridden machines I have formed my own favourites in these last six months.

At the top of my personal Hit Parade I'd put the Heinkel "Perle," as much for its design and engineering qualities as for its performance on the road. I love original thinking, and it is quite obvious that the "Perle's" designer didn't merely follow the same old track. Instead, he put a clean sheet of paper on his drawing board, cleared his mind of any preconceived ideas, and drew a moped designed as one unit. The cast-alloy frame is a lovely piece of engineering. Its concealed fuel tank and tool box; its oil-bath rear chaincase; and the cunning way the frame shields the rider from the engine... all these are points which a purist like myself is inclined to rave over.

From the roadfaring point of view, too, I found the "Perle" first class. I'd be inclined to say it's the safest two-wheeled vehicle I have yet ridden, and comfortable and clean to boot—all of which explains why Mrs. Centaur is now riding a Heinkel... her very first moped.

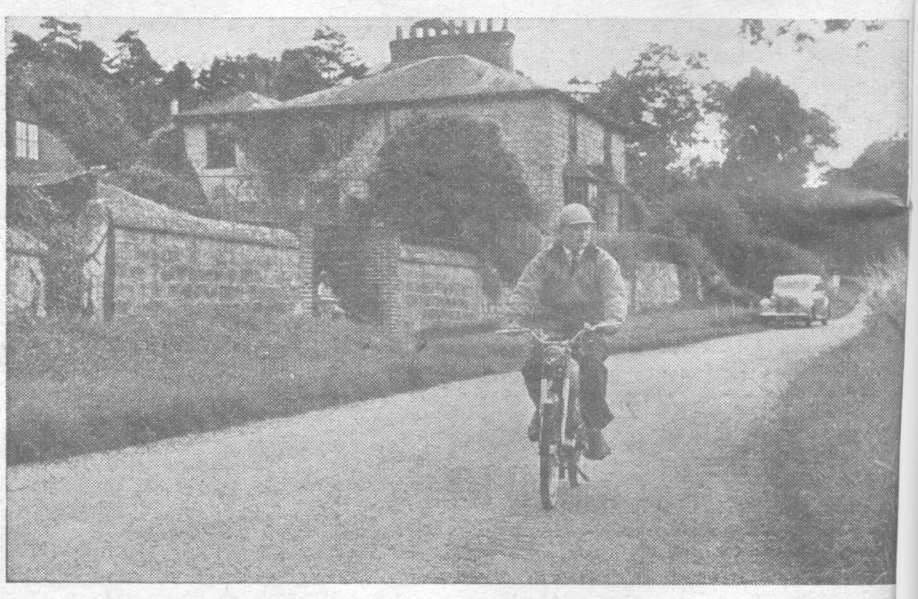
Next in my list of honours I'd place the fascinating "Mobymatic," which is elegant and efficient, and very, very practical. The action of its ingenious automatic gear and clutch makes this one of the simplest of machines to ride, as well as one of the best hill-climbers. Now that the "Dimoby" clutch system is in the offing, of course, the "Mobymatic" will equal the latest cars in simplicity of operation; as it is, to my way of thinking, it is one of the best for an inexperienced rider.

Road-burning, of course, is an old Centaurian sport, and the machine which gave me the biggest kick of all was the fabulous Parilla T.4. This moped would do 38 m.p.h. on the level, and downhill it would slide up to around 50 m.p.h. without winking. Its steering was perfect, its suspension good. For getting places quickly it was unquestionably *the* machine, and I'll swear colleague Ken Bowden fell in love with it, for ever-after he has automatically compared every other moped with the Parilla... which in some ways is like judging every car by an Aston Martin.

Acceleration, I'm afraid, is not a moped strong point, and that's why the U.T. "Elfi" became such a favourite of ours. Its getaway was, for a machine of this class, little less than sensational... 33 m.p.h. in 15 sec. from rest is really good going; as good, for instance, as many 125 c.c. motor-cycles can manage! Yes, I liked the "Elfi."...

The Zündapp "Combinette 423," too, won my admiration for its smoothness and comfort, while the fiery Itom "Esperia" seemed to me almost too good to be true at the price.

What virtues was I searching for in all these tests? A good cruising speed coupled with good brakes and reasonable economy, before all else. Then



Aboard a test machine, "Centaur" is obviously looking forward to riding many more mopeds in 1958!

A10

cleanliness and comfort. Hill-climbing *had* to be good, and I like a machine on which the pedals can really be used. Steering, suspension and carrying capacity come next. Exhaust noise is not, to me, objectionable in moderation, but mechanical noise and vibration is.

Experience has led me to doubt the wisdom of over-doing shielding on mopeds. It is difficult to keep it from rattling or drumming, and it adds weight. Light alloy shields—cast light alloy, I mean—are free from such defects, and may easily become standard wear in time.

So far as engines go, something around 1.5 b.h.p. at 5,000 r.p.m. seems to me to be about right. It means that the engine is running light for its size. Chromed light alloy bores will, I think, become standard wear before many years have passed—cast-iron is good and serviceable, but the initial 200-300 miles of running-in is difficult with a small cast-iron cylinder. Most of the German factories now have chrome-bore equipment. So have the French, and I think the Italians will be forced to follow suit soon.

Three speeds? I think not. Personally, I like the two-speeder. The gear-change is positive and can be used by the veriest novice. When you introduce a third speed with a non-positive change you inevitably have difficulties. Agreed, the three-speeder gives better hill-climbing, but few two-speeders need more than a few revs. of the pedals on the sort of hill one generally meets, and why call it a "moped" if you are going to dispense with the pedals completely?

Simplicity, too, is due for a come-back. It is perhaps significant that one of the few machines to maintain sales this winter has been an essentially simple job which is little more than a powered bicycle. Too many frills defeat the purpose of a moped, which is to be light, economical, strong and cheap.

On, then, into 1958. By the end of it—if all my plans mature—I hope to have provided you with 52 road tests . . . and at this point it's worth noting that in six months CYCLING has carried more road tests than has any similar journal, and that these tests have been more comprehensive than any others. And that is the standard we aim to maintain!

HOW "CYCLING'S" 1957 ROAD TESTS RESULTED

Machine	Max. Speed in m.p.h.	Time to Max. in secs.	Fuel Consumption in m.p.g.		Braking from 20 m.p.h. in feet			Braking from 30 m.p.h. in feet			Hill Climbing	Load carried during test (lb)
			20 m.p.h.	30 m.p.h.	Both	Front	Rear	Both	Front	Rear		
Hercules "Her-cu-Motor" Mk. 2	30	40	130	105	20	27	24	40	60	54	Av.	200
Norman "Nippy"	32	31	170	120	18	45	24	37	105	50	Av.	200
Cyclemate (32 c.c.–s/sp.) ...	22	35	200	N.A.	10	27	30	N.A.	N.A.	N.A.	Minus	200
Magneet	33	38	170	115	12½	18	22½	36	45	60	Minus	200
"Mobymatic" (variable)	32	30	220	160	16	24	36	28	49	55	Plus	200
Bown	30	40	165	105	12½	33	20	42	62	60	Av.	200
NSU "Quickly Super"	35	38	180	110	23	50	42	38	75	65	Plus	200
Itom "Esperia"	37	30	150	105	12½	N.A.	N.A.	28	N.A.	N.A.	Plus	200
Zundapp "Combinette 423" ...	35	26	130	120	12	23	25	28	55	48	Plus	200
U.T. "Elfi"	33	15	120	100	15	30	25	27½	50	47	Plus	170
Victoria "Vicky 3"	33	32	150	120	12½	17	30	30	42	58	Plus	200
Centro de Luxe (solo)	33	27	150	116	17	37	27	37	68	55	Plus	200
Do. (two-up) ...	33	38	155	118	32	52	42	47	105	90	Av.	300
Achilles "Lido"	31	33	150	90	17	37	25	40	76	56	Av.	200
Lambretta "48"	32	37	180	125	17	35	20	37	67	47	Av.	200
Phillips "Gadabout"	34	33	150	125	9	12½	22	18	27	50	Plus	200
Prior "Sport" (3-spd.)	33	36	120	110	17	26	22	37	75	48	Plus	200
Mobylette "Standard" (s/sp.) ...	29	27	180	N.A.	8	12½	15	N.A.	N.A.	N.A.	Minus	200
Berini M.22	29	24	160	N.A.	15	32	27	N.A.	N.A.	N.A.	Av.	200
Parilla T.4, o.h.v.	38	34	190	140	12½	N.A.	N.A.	30	N.A.	N.A.	Plus	200
Express "Radexi 3 Luxus" ...	29	23	165	145	18	35	25	30	60	48	Plus	170
Dot-Vivi "Racer"	37	40	150	100	17	42	20	42	90	50	Plus	200
Leopard "Bobby 6" (solo) ...	36	31	150	112	12½	52	26	37	125	46	Plus	200
Do. (two-up) ...	36	42	137	122	20	70	24	42	156	48	Av.	300
H.M.W. "Luxus"...	34	27	155	120	17	35	25	45	55	48	Plus	200
Berini M.21 (s/sp.)	29	25	156	N.A.	12	22	25	N.A.	N.A.	N.A.	Minus	200
Durkopp "Dianette" (3-sp.) ...	35	30	142	116	17	32	20	40	90	58	Plus	200
Heinkel "Perle"	33	35	180	110	14	27	25	37	75	60	Plus	200
Claeys "Flandria" (solo) ...	31	33	142	100	15	24	23	40	60	55	Av.	200
Do. (two-up) ...	31	45	142	100	18	36	24	42	90	60	Minus	300
Mercury "Mercette" o.h.v. ...	36	41	126	113	10	25	18	25	48	57	Minus	200
Leopard "Bobby 5" (3-sp.) ...	35	41	142	134	22	47	30	47	105	62	Plus	200
Monza "Sport"	33	35	140	115	22	N.A.	N.A.	48	N.A.	N.A.	Plus	200

Key: The hill-climbing ratings are divided into three classes. "Average" refers to the performance which can be attained by a moped fitted with a touring, two-speed Sachs two-stroke engine. "Plus" indicates that the moped in question bettered this; "Minus" that earlier pedal assistance was required. Where the moped was *not* a two-speed or a two-stroke the fact is noted—e.g. Mobylette "Standard" (single-speed). N.A. = Not applicable.

January, February, March and Then: The Isle of Wight Final Parade!

January 17 is the closing day for entries for the fourth of the monthly contests in

"The CYCLING Girl" 110-Gns. Competition

Mrs. Patricia Sweet of Walton-on-Thames, Surrey, was 20 years of age on Christmas day. She has been a cyclist for three years and is a member of the Clarence Wh. C.C.

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IS this your New Year resolution? A bonny cycling girl deserves first-rate photographs reproduced as large as possible. What a shame it would be if we missed the real 50-guinea final winner because her entry was accompanied by small, dark, poor "snaps." At Sandown next Easter we shall be judging real flesh and blood girls, but for the heats we are appraising photographs. So make the most of yourself in pictures.

Every month until the last closing day on March 7, 1958, we shall give a prize of 10 guineas in cash to the loveliest girl chosen from the photographs received.

The monthly winners will be invited WITH ALL EXPENSES PAID to attend the Easter Rally at Sandown, Isle of Wight, where at a grand parade "The CYCLING Girl" will be acclaimed. Her prize will be a 50-guinea Continental holiday, or, if she prefers, the 50 guineas in cash.

In addition, during the 1958 season, as her time permits, "The CYCLING Girl" can attend various rallies and other big public cycling events as our guest.

Entry for the competition is easy: any girl cyclist can enter herself; or, with her approval, a friend or relative may enter her, or she may be entered officially as the nomination of her club, in whose name she will be honoured if she proves to be the monthly or national prize-winner. There is no age limit or entrance fee, but each entry must be made on a coupon cut from the pages of CYCLING (advertisement page 9).

The entry form should be accompanied by two photographs, one full length in cycling outfit standing with her machine which must not obscure her figure, the other a head and-shoulders portrait. All competing girls must of course, be genuine cyclists.

The Editor's decision on all winners must be considered final.

Any photographs used in connection with the competition will be paid for at our standard rate for reproduction. All published photographs become the copyright of CYCLING.

If you require the return of your photographs, please send a suitably stamped addressed envelope.

All photographs received up to January 17, will be considered for the current award to be announced on January 30.

INFORMATION BUREAU

Lights Abroad

Over the past year or two a number of readers have asked for the lighting regulations of various Continental countries as affecting cyclists. We list them below. May we suggest that this page is put by for future reference by tourists thinking of an expedition abroad ?

FRANCE : The French Government Tourist Office states only that bicycles must be equipped with a red rear lamp, and that a reflector is not sufficient. It is, of course, advisable to carry also a good white front lamp, especially if much night riding outside the towns is envisaged.

BELGIUM : Except when not being ridden, bicycles must show in Belgium at night one or two white lights at the front and one or two red lights at the rear. Lights must be switched on whenever at dawn and dusk visibility is less than 200 yards.

GERMANY : The regulations in West Germany require a white light at the front and a red light at the rear. The German authorities also state that the machine is usually fitted with a red reflector attached in such a way that it is at least two feet above ground, and that yellow pedal reflectors are common usage.

SPAIN : The Spanish National Tourist Office states that, providing cycles carry lighting equipment as required in Britain, no alterations or additions are necessary.

SWITZERLAND : Lighting regulations in Switzerland are decided not by the Federal Government but by the individual cantons. Hence requirements may vary in different parts of the country. However, the general rule is that bicycles must carry a red reflector at the rear (usually on the mudguard) and a white light at the front.

DENMARK : The Danish Road Safety Committee states that, during the hours of darkness (half an hour after sunset until half an hour before sunrise), the bicycle must carry a white or yellow light at the front that illuminates the road ahead and to the left and right within a sufficient area. If the light be glaring, it must have a dip-switch.

Knock-out Spindles

In your recent test of the Heinkel " Perle " you mentioned that this machine has knock-out wheel spindles. What are these, and what advantage do they confer ?—S. V. (London, N.W.6).

THE advantage of knock-out spindles is that the wheel can be removed in a matter of seconds for puncture repair, without interfering with the final chain drive. The most usual design comprises a hollow spindle fixed in the wheel hub, through which passes the solid-steel main spindle, secured by one nut. When this is removed, the solid spindle can be withdrawn. In the Heinkel design, the brake anchor arm is also removed, and the wheel can then be pulled to one side to free it from the three pegs which transmit the drive from the enclosed rear wheel sprocket. A further advantage is that front and rear wheels can be interchanged, thus equalizing tyre life.

Alloy Cylinder

What is the advantage of a light alloy cylinder with chromium-plated bore, as used on many Continental mopeds, compared with cast iron ?—O. T. (Leicester).

THE main advantage, besides light alloy's greater heat conducting qualities, is that the barrel expands at the same rate as the light alloy piston, the two thus " keeping step," and thus minimizing the risk of seizure. With cast iron barrels, the piston expands more quickly than the barrel, and when the machine is new, " picking up " is inevitably more frequent. The cost of the necessary chromium-plating installation is, of course, the main drawback of the chrome-bore light alloy system, and this explains why it has yet to be universally adopted.

On Our Farm This Month — January

by GEORGE H. HAINES

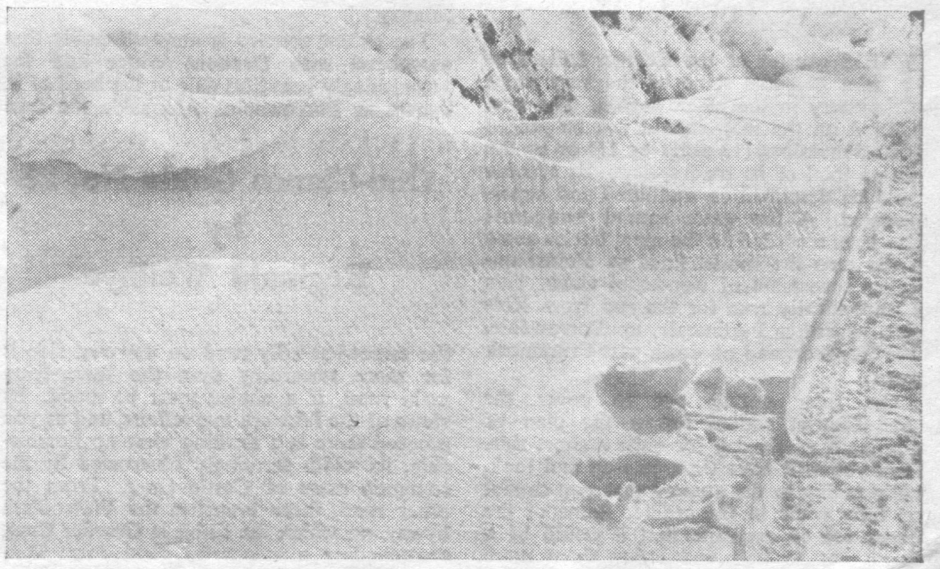
WE usually get the coldest weather of the year during January. Snow and ice are no hardship if you are doing a really warming job, such as loading sugar-beet or cleaning out the cowshed, but they do give us plenty to worry about.

Firstly, of course, comes frozen pipes. Instead of the neat, well protected layout of a house water system, we have pipes everywhere—for, like everything else around the farm buildings, the water system has grown by a series of additions over the years. There are pipes all along the cowshed; lines across the loose boxes; branches to the yards where the heifers are wintered; a special pipe to the bull pen; and, of course, many to standpipes and water troughs. All these are usually iron pipes which split easily if they freeze. We do try to bag them up as far as possible, but, despite this, a really bad cold spell will freeze them and cause endless trouble. If the cowshed pipes freeze, for instance, we have to carry water to each of the 30 dairy cows and they drink prodigious quantities of water—for milk is 88 per cent. water.

An equal source of worry is our potato shed. There we have our seed potatoes for next year's crop all set out in chitting trays. Every crack has to be stuffed up and we keep four electric heaters going night and day —for if frost once gets at the potatoes they will be useless.

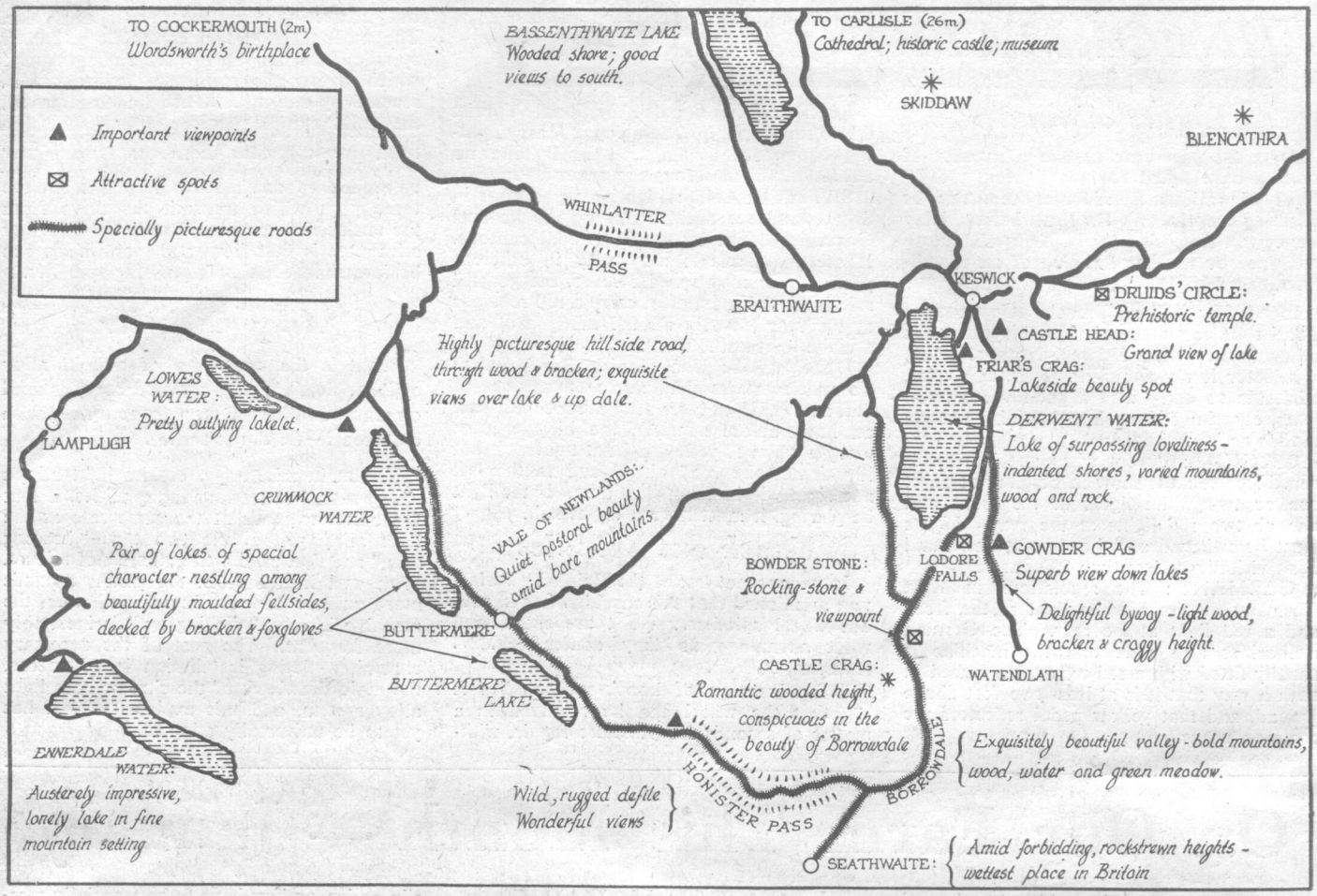
The animals do not suffer from the cold if they are fit. I have often seen frost glistening on the backs of heifers in the yards on the morning after a night of sharp frost. Our main worry is to see that the cows don't slip on ice, and we have to be especially careful when we wash down the cowshed. A slip could easily damage a leg or shoulder. They never really recover from such an accident and have to be destroyed.

There is not much time for snow-balling on the farm in January !



January brings snow to the lanes and worry for the farmer.

A13


TO COCKERMOUTH (2m)
Wordsworth's birthplace
BASSENTHWAITE LAKE
Wooded shore; good views to south.
TO CARLISLE (26m)
Cathedral; historic castle; museum
SKIDDAW
BLENCATHRA
Important viewpoints
Attractive spots
Specially picturesque roads
WHINLATTER PASS
BRAITHWAITE
KESWICK
DRUIDS' CIRCLE: Prehistoric temple.
CASTLE HEAD: Grand view of lake
FRIAR'S CRAG: Lakeside beauty spot
DERWENT WATER: Lake of surpassing loveliness - indented shores, varied mountains, wood and rock.
Highly picturesque hillside road, through wood & bracken; exquisite views over lake & up dale.
LOWES WATER: Pretty outlying lakelet.
LAMPLIGH
CRUMMOCK WATER
VALE OF NEWLANDS: Quiet pastoral beauty amid bare mountains
Pair of lakes of special character - nestling among beautifully moulded fellsides, decked by bracken & foxgloves
BUTTERMERE
BUTTERMERE LAKE
BOWDER STONE: Rocking-stone & viewpoint
LODORE FALLS
GOWDER CRAG Superb view down lakes
Delightful byway - light wood, bracken & craggy height.
WATENDLATH
CASTLE CRAG: Romantic wooded height, conspicuous in the beauty of Borrowdale
ENNERDALE WATER: Austerely impressive, lonely lake in fine mountain setting
Wild, rugged defile Wonderful views
HONISTER PASS
BORROWDALE
Exquisitely beautiful valley - bold mountains, wood, water and green meadow.
SEATHWAITE: Amid forbidding, rock-strewn heights - wettest place in Britain

The Derwent Water District

What to see in the north Lake District

THIS quarter of the English Lake District contains some of the very finest scenery in the whole region. The area depicted on the map should not be judged by its dimensions (13 miles by 11) or by the meagre total of its road system. Its scenery could be described as undiluted and supersaturated. A few extra special viewpoints have been recorded on the map, but on some of the runs the tourist finds an almost unbroken succession of wonderful views. This is emphatically true for the run from Keswick, or rather Portinscale, up Borrowdale, over Honister, and on down past Crummock Water.

The rider setting out to cover the Lake District should follow the plan of allotting a whole day for quite a short ride. Then you will have time to stop and look, really taking in the scenery that you cannot see fully while in the saddle. Some of the scenes are so exquisite that it would be a shame not to halt and enjoy them more adequately. After all, there is much truth in the assertion made in an official publication of the Lake District National Park that the area is walking and climbing country, and only secondarily roadfarer's country.

The richest scenery is unquestionably that associated with Derwent Water and the astonishingly beautiful dale at the head of it, known as Borrowdale. Alongside the lake

One-Glance Guide No. 28

by

Reginald Wellbye

the somewhat hilly road on the west side is far more rewarding than the lower-lying main road, if a choice must be made. Its views of the lake are marvellous, and as you proceed there is a thrilling view up Borrowdale, its width seemingly obstructed by the romantic mass of Castle Crag. From the other road, there branches the Watendlath byway, on which the tit-bit is Gowder Crag, commanding a wonderful view down Derwent Water, and over Bassenthwaite. This, incidentally, is all you need see of the latter lake, unless you have plenty of time for the pleasant but not notable circuit of it.

The Borrowdale road conducts you to another famous locality, Honister Pass, wild and austere, and yielding on the descent that oft-depicted prospect down the valley in which nestle the lakes of Buttermere and Crummock Water. Of the two ways back to Keswick that via the Vale of Newlands surpasses the alternative over Whinlatter Pass.

Loweswater is much more interesting than its size or fame prepare one to expect, while the trek round the mountains to reach Ennerdale Water is well rewarded. When the waterside is reached the road ends abruptly, but even if one declines the invitation of the footpath which goes on up the valley, the view of this sombre lake, hemmed in by semi-precipitous slopes rather than by peaked heights, verges on the grand.

Close to the rather quaint little town of Keswick are two splendid viewpoints of Derwent Water, one from the waterside at Friar's Crag, the other from Castle Head (no great climb). Not far from the town is the so-called Druids' Circle, probably 1,400 years older than the Druids; no Stonehenge, certainly, but quite a good site of its kind.

Accommodation is not plentiful anywhere except in Keswick, and the town makes an excellent base.

A14

WITH the CLUBS

District News and Social Reports

CATFORD AND THE CYCLING SEASONS

"THE Catford C.C. is cycling . . . you can still tell the seasons from the Catford promotions," said N.C.U. hon. secretary, Charles King, in proposing the toast to the club and its helpers at the 68th annual dinner. M. J. Dunn was praised for keeping the open "50" trophy in the club for another year; the "24," won by L. G. Bowerman, Charlotteville, was referred to as punishment and persecution for the riders and a night's entertainment for hundreds of southern clubfolk; and member Hugh Barton was said to be the type needed in every club in the country, to guide the younger members. The mistake in cycling life to-day, said Mr. King, is in the cult of the personality; we need the cult of the club. J. Bayliss, in reply, reported another good year; the important influx of young members, good riding by members including B. Laughton's fourth place in the Grand Prix Odense and B. F. Dewdney's outstanding achievements in club events, winning six of eleven; good leadership by officials under president E. Sargeant (in the chair), with particular reference to treasurer R. Reynolds. The "24" organizer S. A. Newport, as toastmaster, called on dinner organizer D. Jerreat to welcome guests, for whom A. E. Harrison (Medway R.C.) and H. H. England (president, North Rd. C.C., and CYCLING) replied, Mr. England referring to the distribution, that followed, of the finest set of trophies in the cycling world. The Catford trophies make a magnificent array; there is an addition for next year, following a presentation to the club, by Mrs. Talbot, of a cup that will commemorate popular Basil Talbot, whose death is a great loss to the club. Hill-climb winner A. Pursey could not attend but road race winner Alan Jackson was given a fine ovation with the other "open" winners.

Triple Record-holder

Chief awards presented at the Wensleydale Wh. dinner went to Tom Middleton, holder of club records at 25, 50, 100 miles, and the member with the best club attendance.

Mid-Devon Change Officials

Councillor A. Shobbrook, speaking at the Mid-Devon R.C. dinner, said the club with its fine achievements and champion riders had given the public an eye-opener to cycling sport in the west. Retiring secretary of the South Western T.T.A., L. H. Broom, said that for many years the club officials had been a fine co-operating combine. For 1958 there was a complete change of officials. Club Best All-rounder T. Gibson was the major award winner.

Dartmoor's Success

Dartmoor R.C.'s secretary reported a successful year when the club held its annual dinner. More open events had been promoted, membership had increased, and there had been a successful season of Sunday runs. Awards were presented to Best All-rounder D. Swift and, among others, junior champion C. Guest.

Frome Tourists Have Racing Season

Although the Frome and District Wh. is essentially a touring club it had carried out a full racing programme during the past year said W. J. Goddard, toasting the club at its recent dinner. Club Best All-rounder H. J. Bartlett was the principal prizewinner. Awards for services to the club were made to Mrs. R. Bull and K. Lewis.

Holmes' Early Idol

At the Hull and East Riding R.C. silver jubilee dinner, held in conjunction with its parent body, the C.T.C. Hull and East Riding D.A., former club member Billy Holmes spoke of past club champions and singled out Brian Lewis, club star in 1953, as the idol of his early cycling days. Councillor H. Flinn, cycling mayor of Beverley, was among the guests. Life membership plaques were presented to club president A. Gilleard and C. Pratt, and chief prizewinners were Best All-rounder N. Andrew and junior champion H. Cawkwell.

Two stars of the south-west are featured in this Best Memorial "25" presentation at the Mid-Devon R.C. dinner—M. Mead, left, is handing over to Roy Hopkins. (Centre) W. Discombe.

Eastern Counties Finances: "Good"

Attendance at the Eastern Counties C.A. dinner dropped this year to 80, due to a change in venue, but at the dance that followed there were 300 more visitors. E. G. Bates, father of the Association's Best All-rounder Alan, said "the Counties" had produced riders of national fame. In reply, C. E. Bolton, president and secretary, said that finances and entries were good. He praised the riding of Alan Bates and prophesied that he could do even better rides in the future. R.T.T.C. London East secretary J. Hull paid tribute to the chairman, "Dolph" Lang, who had recently resigned as president as he "wanted a younger man to take over."

M.P. Praises Cycling Sport

Member of Parliament M. Maddan toasted the club at the Nomads (Hitchin) dinner and said that, as an onlooker, cycling seemed to him to be a clean sport free from the scandals that were noted in certain other organized games. T. Dockerty, fastest club 25-miler of the year, responded. Club president Harold Briercliffe was in the chair

NEW KETNOR CUP FOR JUNIOR RIDERS

Ketnor Premier R.C., which is to promote a two-day women's road race some time during next season, held its first annual dinner at Wellingborough recently. Trophies went to F. Row, road race champion, and, among others, N. Hockridge, "25" champion. Vice-president W. Fancote is to present a cup for juniors next season.

Glasgow Riders Improve

D. Campbell, replying to the toast to the visitors at the Glasgow Wh. dinner, noted the time trial improvements of its members—there were two in the first 12 of the Scottish Best All-rounder competition. Secretary J. Patterson received a clock from members for his 25 years of service to the club. Typical of the humour of the evening was when J. Brierley was presented with an Ordnance Survey map of the Isle of Bute, to ensure that he would not repeat his 1957 performance of being the only rider to go off course in the Round Bute time trial! Yet Brierley won the club Best All-rounder championship with a 22.762-m.p.h. average over 25-50-100 miles and 12 hours. A. Hutchison received a replica of the road race trophy for wins in 1953, 1954 and 1955.

Coroner Praises Club Cyclists

Coroner H. Hewitt of Darlington, president of the C.T.C., Bishop Auckland section, speaking at the annual dinner, complimented the club cyclist on his good road riding. He thought the chief offenders were the cyclists just out for an afternoon jaunt. Award winners included club Best All-rounder Allan Swan (his second year of success), runner-up 15-year-old Graham Wanless, and the section's racing offshoot B.A.R. Alan Walker.

Archer R.C.'s Veteran Champion

Star of the Archer R.C. is undoubtedly veteran F. C. Boyd, who, during the past season, broke two area records, club tricycle records, and won the club 12-hour and Best All-rounder trophies, and he received a fine ovation at the club's annual dinner when he received his awards. S. Benstead, replying to the toast to the club, congratulated the juniors on their racing successes and hoped they would do even better next year. M. J. Dunn and P. W. Stone, winners of the Archer open tandem "50" in a time near competition record, replied for the guests.

Team Time Trials for R.T.T.C.

AND A PENNY A RACE MORE!

ROAD Time Trials Council clubs may promote team time trials this year, if they can be fitted into local programmes. They have been prohibited to Council clubs following an undertaking given to the Ministry of Transport not to promote such events. A recent approach to the Ministry produced a reply in what is referred to, by the R.T.T.C., as "strange terms": "I do not think that the Ministry can express any opinion as to whether or not your organization should promote team time trials but I would strongly suggest, in the interest of road safety, that any such event should be promoted only after consultation with the appropriate chief officer of the police."

The R.T.T.C. Committee sums this up as meaning that there seems no longer an official edict preventing the promotion of team trials and it considers itself free of its undertaking.

This year's programmes are arranged but the National Committee suggests that District Committees should give sympathetic consideration to additions of this type, although the events cannot be listed in the 1958 handbook.

A deficit of £273, mainly accounted for by a special meeting costing £246, is shown on the year's working. The Royal Albert Hall Prize-giving Concert (1956) cost £289; the recent 1957 Concert may have cost more On the basis of last year's mandate from the districts, which approved all reasonable costs, a provisional booking is being made for this year. An item on the agenda for the annual meeting (Cora Hotel, Upper Woburn-place, London, W.C.1, Sunday, January 12, 9 a.m.) proposes a replacement of the Concert in its present form by a dance and prizegiving, starting this year at Blackpool.

Another Penny

The race levy is being increased from 3d. to 4d.; this is because of this year's working deficit; to allow for normal expenditure; **and to provide for expenses of members sent abroad to compete in time trials**—it is possible that a substantial sum may be required.

Selection by the R.T.T.C. of riders for time trials abroad is a proposal in the negotiations still proceeding with the N.C.U. and B.L.R.C. to obtain agreement on racing matters. Five items appear on the agenda for January 12 urging efforts to obtain amalgamation or agreement. The National Committee asks, in view of recent progress, to continue negotiations without being tied to a basis.

Club strength remains high—1,110 affiliated in in 1956; 1,077 last year.

The agenda contains a total of 44 items, several of which have been well debated in recent years with, apparently, not 100 per cent. satisfactory decisions.

Team membership continues to be a problem: the present ruling is that, apart from novice events, competitors must ride in the name of their first-claim club; exceptions are now proposed in respect of Service and University riders.

The amateur definition comes under review again with a suggestion for the removal of the ban on the make of the machine being so displayed that it appears in photographs in the Press.

What is a novice? Under R.T.T.C. regulations one who has never won an award. London East wants it changed to one who has never raced.

How many should ride in an open time trial? Make it 120, instead of 100, at 50 miles, is the North D.C. desire. (It's 120 at 30 miles and below, at present.)

This district also brings a new approach to its long-term effort to remove the ban on publicity for events by suggesting that the ban is applied "where a District Council considers it necessary." Also from North D.C. are suggested changes in the maximum distance between the start and finish of events—5, in place of 2 miles, at 50 miles and 8, in place of 5 miles, at 100 miles. Also that the road may be used up to four times in 100-mile events.

It took many years for the supporters of numbering riders (or machines) to get this approved as an optional measure; now there are suggestions that the display of numbers be a requirement and that they should be on the machine.

Certificates for a 20 m.p.h. average in the women's B.A.R. Competition (at present it is 21 m.p.h.) is a West London proposal.

Silver medals, in place of certificates, are recommended by Tees-side for competition record performances.

Lincolnshire is asking for a championship promotion, at 25 or 50 miles, in 1959.

THE WORLD OF WHEELS

"Sorry, no advertising"!

LIGHTING-UP TIMES

		Lights Off (a)	Lights On (b)	MOON	
Jan.		a.m.	p.m.	Rises	Sets
Th.	2	7.36	4.32	1.29 p.m.	5.28 a.m.*
F.	3	7.36	4.33	2.15 p.m.	6.26 a.m.*
S.	4	7.36	4.35	3.10 p.m.	7.17 a.m.*
S.	5	7.36	4.36	4.15 p.m.	8.00 a.m.*
M.	6	7.35	4.37	5.28 p.m.	8.37 a.m.*
Tu.	7	7.35	4.38	6.46 p.m.	9.09 a.m.*
W.	8	7.35	4.39	8.05 p.m.	9.37 a.m.*

Lights Off (a) and Lights On (b) are for London. Corrections as for January 5: Bristol (a) + 9 min., (b) + 10 min.; Birmingham (a) + 11 min., (b) + 2 min.; Manchester (a) + 18 min., (b) — 1 min.; Newcastle (a) + 24 min., (b) — 13 min.; Glasgow (a) + 40 min., (b) — 7 min.; Belfast (a) + 40 min., (b) + 7 min.

Moon settings marked * are for next day.

NEWS IN BRIEF

"Ben's" Night at Wembley

THE Motor and Cycle Trades Benevolent Fund ("Ben") has its own "night" at the Winter Wonderland ice-show now running at Wembley Pool. This is on February 3, at 7.45 p.m., and reduced rates will apply to individual and party bookings; adult prices are cut by 1s. 6d. to 2s. 6d. and range from 3s. 6d. to 10s. and children's tickets are at half-price (normal programmes, full price). Details from 15, Fitzhardinge-street, London, W.1, or reservations direct to Empire Pool, Wembley.

* * *

Welshmen holding N.C.U. licences who wish to be considered for the 1958 British Empire and Commonwealth Games, are asked to send particulars of their Welsh status and details of their current racing performances by January 31 to T. R. H. Davies, 164, Ninian Park-road, Riverside, Cardiff.

* * *

At the annual congress of the National Cycling Association of Ireland, secretary H. O'Toole-King reported that 1957 was as successful as past years for the association. Track secretary B. Donnelly said that 15 senior and six junior championships were held. J. J. Killean was elected president of the association.

* * *

By the end of 1959, it is expected that 70 miles of dual carriageway will be open to traffic on the Great North Road. A further 70 miles will at that time be under construction.

THANK YOU

DUTIES are many and time seems limited at Christmas but still many readers made time to send cards and messages of holiday greetings. We were cheered to receive them, and extend our sincere thanks for the kind thoughts.

SHEFFIELD RAIL EXCURSION

BRITISH RAILWAYS, in co-operation with the C.T.C. Sheffield D.A., are to run a cycle-rail excursion to Evesham, Gloucestershire, on May 4. An all-in concessionary fare of £1 2s. 6d. for one adult, plus cycle, will be charged and special cycle vans and a cafeteria will be provided on the train starting from Rotherham and Sheffield stations. Further particulars from the District Passenger Manager, British Railways, Farm Buildings, Sheffield.

CLUB NEWS AND VIEWS

Rosslyn Ladies' Record!

Despite heavy financial losses on its 100-mile and 12-hour open events the Rosslyn Ladies' C.C. will continue to promote these as its contribution to the women's racing calendar, said Mrs. I. May at the club's 35th annual dinner held in London on Saturday. In a successful year the club, after saving £70 in four years, had purchased a hut. This was erected alongside existing accommodation at Ugley—where the club has had week-end facilities for members since 1926. Now, with gas cooking and two-tier bunks, over 20 of the total membership of 70 can sleep at the site. Toasting the visitors and Press, Mrs. Maud Temme claimed the Rosslyn was the first club to promote a ladies' open event. Mrs. Chris Watts, Addiscombe C.C., outright winner of the "12" trophy, and John Matthews, CYCLING, replied. Club champion, with a 20.5 m.p.h. average over 10-25-50-100 miles and 12 hours, is 23-year-old Tina Kean. Club records broken during 1957 included—four weddings!

Doncaster's Champion Misses Dinner

Billy Holmes was the chief guest, presenting the prizes, in a company of 175 at the Doncaster Wh. dinner. Doncaster's own national champions, Iris Miles (Scala Wh.) and Tommy Simpson (Fallowfield Club), were also present. Absent from the prize presentation was triple club champion Don Fouweather, in hospital with an eye injury, but nearly 20 riders were there to receive their awards and one of the biggest cheers was for Mrs. Ann Fouweather who had improved the women's "25" club record to 1-5-49.

Woolwich Recovery

"We have survived the dangerous waters; the 1957 recovery has recreated much of our former standing" said secretary Eric Warburton in his reply to J. A. Dennis's toast to the Woolwich C.C. at its seventy-third-year dinner on December 20. The steps forward, he said, had come through such riders as Eddie Heather, now developing his great promise as a roadman, trackman and time trialist Brian Hawkridge, and up and coming roadman Alan Matthews; through the club's massed-start promotions handled by former ace Graham Hayward; and through the great work of some fine officials. The coming year would bear even more fruit.

Outstanding local girl Norma Jarvis replied to Tom Miles's toast to the ladies, and Ken Bowden (CYCLING) said thank you for the visitors, welcomed by E. Rowe. Long-term president and chairman Jimmy Mitchell recalled the "noisier, livelier" old days in his response to Mr. Hayward's toast to the president and vice-president, and boxer Dave Charnley presented the prizes. Notable among recipients were road champion George Harvey and track champion Alan Jury. Eddie Heather received a gold medal as the outstanding rider of the year.

Champion Praises Trophies

Women's national 100-mile champion Roma Clarke congratulated the Coalville Wh. on its outstanding array of trophies, the finest she had seen, when she presented the prizes at the club's annual dinner. Recipients included P. Clayton, club champion for the sixth successive year, M. J. Allen and C. Osborne.

DIARY

THE WEEK AHEAD

Saturday, January 4.—Cyclo cross.—Midland Counties C.A.

Sunday, January 5.—Cyclo cross: North London C.C.A.—Aylesbury C.C. at Wendover, 11.30. **A.G.M.:** British Independents' Racing Association, Navigation Hotel, London-road, Derby, at 10.30 a.m.

SOCIAL EVENTS

January 3.—Lantern lecture by C. Ehrenzeller, "Cycle-camping in the Arctic": Quinton Men's Fireside, Spies-lane, Smethwick.

January 4.—Fountain C.C. Dinner-dance: Bedford Hotel, Balham. Details: J. Moorshead, 190, Tressillian-road, Brockley, London, S.E.4. Manlescombe Wh. Dinner-dance: Masonic Hall, West Hill, Dartford. Details: M. Parish, 29, Knole-road, Dartford, Kent.

January 5.—Ravensbury C.C. Social: Earl Russell Hotel, Gloucester-road, Croydon. Tickets, 2s.; D. Munday, 220, Mitcham-road, West Croydon, Surrey.

January 11.—Meersbrook C.C. Dinner-dance: Arcade Café, Eccleshall-road, Sheffield. Tickets, 9s.: D. Norie, 11, Barlow-drive, Sheffield 6. Yeovil C.C. Dinner: Half Moon Hotel, Sherborne. Details: D. F. Whatley, 7, South Western-terrace, Yeovil, Somerset. Bury Clarion C.C. Dinner-dance: Co-operative Café Ballroom, Market-street, Bury, Lancashire. Details: Miss M. Leack, 43, Heathfield-avenue, Bury. Romford Wh. Dinner-dance: Golden Lion Hotel, Romford, Essex. Tickets, 15s. 6d. (dance 3s. 6d.): Miss J. Darby, 14, Horndon-road, Romford.

January 11.—Clyde C.C. Dinner-Dance: Cambridge Hotel, Edmonton. Tickets, 16s. 6d. (dance 2s. 6d.): A. Blake, 309, Silver-street, London, N.18.

January 18.—Shaftesbury C.C. Dinner-dance: Pigeons Hotel, 120, Romford-road, London, E.15. Tickets 17s. 6d. (dance 3s.): F. J. Latilla, 2, Buxton-road, London, E.15. Harold Hill C.C. Dinner-dance: Railway Hotel, Dagenham, Essex. Tickets 17s. 6d. (dance 3s. 6d.): J. Collins, 22, Heaton-way, Straight-road, Romford. January 25.—Rossendale C.C. Dinner: Royal Hotel, Waterfoot, Rossendale. Tickets 11s.: J. Tattersall, 1,035, Burnley-road East, Lumb, Rossendale, Lancashire. Clowne Wh. Dinner: Bowden Arms Hotel, Clowne. Tickets 10s. 6d.: E. Kilner, 13, Rectory-road, Clowne, Nr. Chesterfield.

January 25.—Polytechnic C.C. Dinner: Church House Restaurant, Great Smith-street, London, S.W.1. Details: T. Winter, 62, Lorraine Mansions, Widdenham-road, N.7.

January 26.—V.T.T.A., Notts and East Midlands Group Luncheon-prize giving: Chequers Inn, Woolsthorpe, Nr. Grantham. Tickets, 8s.: H. F. Jacobs, 86, Houghton-road, Grantham.

January 28.—Lantern lecture by C. Ehrenzeller, "Cycle-camping in the Arctic": St. Mary's Fellowship, Bearwood, Smethwick 41.

January 30.—Lantern lecture by C. Ehrenzeller, "Cycle-camping in the Arctic": Y.H.A., West Birmingham group, Harborne.

February 1.—C.T.C. East Warwickshire D.A. Dinner: Wine Lodge Hotel, Coventry. Tickets 13s. 6d.; J. Willis, 49, Cheveral-avenue, Radford, Coventry.

Address of B. Hailstone, C.T.C. Epsom and Ewell Section social secretary, is 60, Princes-avenue, Tolworth, Surrey, not as published in CYCLING, December 26 (Section party, January 3).

RELIABILITY TRIAL

February 2.—Brentwood R.C. Utility "100." start: Gallows Corner, Romford. Details: D. W. Brunwin, "The Willetts," 1, The Avenue, Brentwood, Essex.

Presentation to Birchfield Secretary

At the Birchfield C.C.'s dinner in Birmingham, two cheques, one on behalf of the club, the other from the Midland Counties C.A., were presented to retiring club secretary Laurie George. He plans to settle in Australia shortly. The large prize presentation was carried out by Mrs. D. Hillier. Award winners included Brian King, open "25" winner with a course and event record time of 57-11; John Perks, Earlswood R. and P.C.C., open massed-start winner, and B. Hall, club track champion.

Yorkshire's Silver Jubilee

Among the 134 present at the Yorkshire Cycling Federation silver jubilee dinner were co-founders N. Ward and A. Rhodes, first secretary and silver jubilee year president C. W. Everiss, and delegates who were at the inaugural meeting in 1932. Although the Federation had steadily increased its promoting activities, secretary E. Longthorpe felt it had not achieved the aims of its originators. He called on members to "raise their sights" as there was unlimited potential for further achievement. Prize-winners included W. Holmes, Hull Thurs., B.A.R.; Iris Miles, Scala Wh., women's B.A.R.; and D. Stables, Dearne Wh., track champion.

The Federation's "25," which for 17 years has been the last "25" on the local programme, will this year be held in August.

Renewed Enthusiasm

New club champion of the Hampshire R.C., S. Searle, made club history by winning the title in his first year of racing. His win was typical of the renewed enthusiasm in the club, which has experienced several lean years. At the annual dinner all visitors, who included Denis White (Swindon), cycled to the venue.

Bennett Stars Beighton Jubilee

Outstanding rider of Beighton Wheelers' 25th year was M. Bennett who, racing over 25 miles, was placed 14th in the championship and had 15 consecutive under-the-hour rides. He broke four club records with performances which included a 57-44 "25," and a 2-4-40 "50." Another outstanding rider mentioned by speakers at the club's silver jubilee dinner was Alan Moore, the club captain. Riding on a tricycle in competition for the first time he set up club records at all distances from five miles to 24 hours, which included 375 miles in his first ever "24." J. Turner was presented with a plaque to mark his 25 years with the club.

Four New N. Midland "25s"

New 25-mile time-trials in the North Midlands this year will be promoted by the South Elmsall Social C.C. in March, Dearne Wh. at Easter, Beighton Wh. at Whitsun, and there will be a Sheffield Highgate Wh. second-class event in August.

N.C.U. Events for South Yorks

The B.L.R.C. have had a monopoly of road racing in South Yorkshire and North Derbyshire in recent years, but now there will be four road races under N.C.U. rules in that area. Chesterfield C. & A.C., with two events, Brodsworth R.C. and Conisbrough Ivanhoe C.C., will be the promoters.

Nottingham's New "25"

At the annual general meeting of the Notts. and Derbyshire Clarion C. and A.C., general secretary G. C. Lester reported a successful year, with 81 members. Keen competition had resulted in the men's records at 25, 50 and 100 miles and 12-hours being broken several times during the year. It was announced that the club is to promote an open "25" early in 1958.

Roller Racing

MID-YORKS CLARION has changed the date for its "Eboracum Grand Prix" roller contest from January 10 (as published December 26) to January 17. New venue will be the City Arms Hotel, Fawcet-street, York. Riders include R. Coe, T. Simpson and A. L. Temple. Entries now close January 9 to D. Moses, 36, Holgate-road, York.

The small, but lively, Keighley C.A.'s annual contest, run in conjunction with the Keighley Road Safety Committee, provided some spirited racing, with rider after rider putting up personal bests. In a well-planned programme it was difficult to pick out any single highlight—a tie in a mile team relay between Skipton C.C.'s team of youngsters and Keighley R.C.'s near vets., with the re-run going to the younger Skipton team; the "Five minute" race, in which Stan Wright, Skipton C.C., had established a half-lap lead by three-quarter distance; climaxed by a thrilling all out chase by Arthur Young, Keighley Velo, in the last minute which pulled Wright back to a quarter of a lap. Five riders topped 60 m.p.h. (gears limited to 101 in.), with Young fastest, in 14.7 sec. (61.2 m.p.h.), in the flying quarter, which would undoubtedly have been the event of the evening but for a puncture, as he was "winding up," suffered by Ron Whitwam, Keighley Velo, reigning Keighley roller king. To save the audience a wait whilst his tyre was changed, Whitwam borrowed a cycle, and, without even taking time out to lower the saddle the necessary ½ in. or so, topped the 60 m.p.h. mark, but was third fastest in 14.9 sec.

Results:—¼-mile f.s.t.t. (women): B. Chatterton, Keighley R.C. **Team relay:** Skipton C.C. (G. Little-S. Wright-T. Cutler-F. Baldwin). **¼-mile scr.:** F. Baldwin, Skipton C.C. **Five-minute race:** S. Wright, Skipton C.C. **¼-mile f.s.t.t.:** A. Young, Keighley Velo.

GOMERSAL C.C. ROLLER CONTEST.—½-mile: P. Moss, Yorkshire R.C. (20). **1,000-metre s.s.t.t.:** P. Moss, 39 sec. **¼-mile f.s.t.t:** K. Laylor, 15.5 sec.

RUTLAND C.C. ROLLERS (Dec. 18).—¼-mile: P. McNally, Rutland C.C. **½-mile:** T. Simpson, Fallowfield Club. **¼-mile (junior):** A. Siveter, Mexborough Wh. **660-yd. (junior):** A. Siveter.

RECORD TABLES FOR 195

NATIONAL UNPACED ROAD RECORDS

Road Records' Association—Hon. Secretary: W. H. Townsend, "Westerley," 100 Betham Road, Greenford, Middlesex.

RECORD	BICYCLE	TRICYCLE	TANDEM BICYCLE	
50 miles	H. Earnshaw. 1h. 39m. 42s.	A. Watson. 2h. 0m. 40s.	L. J. Blackhurst and A. Griffiths. 1h. 35m. 45s.	A. Crime
100 miles	R. C. Booty. 3h. 28m. 40s.	A. E. Blackman. 4h. 34m. 20s.	L. J. Blackhurst and A. Griffiths. 3h. 33m. 49s.	A. Crime
12 hours	H. Earnshaw. 276½ miles	D. Duffield. 230¾ miles	E. Milliken and W. Stuart. 274¾ miles	A. Crir
24 hours	K. Joy. 475¾ miles	J. Arnold. 428½ miles	R. C. Smith and A. E. Collins. 467 miles	A. Crir
London—Edinburgh	C. Heppleston. 18h. 57m.	E. Tweddell. 24h. 11m.	R. C. Smith and A. E. Collins. 19h. 4m.	E. Twedde
London—Bath and Back	K. Joy. 9h. 36m. 23s.	A. R. Chamberlain. 11h. 33m. 26s.	E. Milliken and H. Opperman. 8h. 55m. 34s.	E. Tweddel
London—York	H. Earnshaw. 8h. 23m.	S. W. Parker. 10h. 24m.	R. Needle and L. C. Young. 8h. 0m.	A. S. Fo
London—Brighton and Back ...	K. Joy. 4h. 25m. 33s.	J. Mortimer. 5h. 0m. 53s.	E. Milliken and W. F. Stuart. 4h. 9m. 43s.	A. Wingrav
London—Portsmouth and Back ...	K. Joy. 6h. 12m.	D. A. Wright. 7h. 1m. 38s.	G. R. Winkworth and P. T. Warhurst. 6h. 1m. 7s.	R. Lake ar
London—Liverpool	K. Joy. 7h. 56m.	J. Arnold. 9h. 50m.	L. J. Blackhurst and A. Griffiths. 8h. 4m.	A. Crir
Liverpool—Edinburgh	K. Joy. 9h. 6m.	A. L. Abram. 11h. 33m.	L. Heald and A. Tyson. 9h. 21m.	A. Cri
Edinburgh—York	K. Joy. 8h. 32m.	C. Green. 10h. 28m.	C. Heppleston and E. J. Atherton. 8h. 23m.	E. Tweddl
Land's End—John o' Groats ...	S. H. Ferris. 2d. 6h. 33m.	A. Crimes. 2d. 12h. 37m.	S. F. Cowsill and A. E. Denton. 2d. 8h. 47m.	A. Crime
Land's End—London	R. Maitland. 12h. 34m.	E. G. Widdows. 17h. 22m.	R. T. and F. L. Powney. 13h. 27m.	E. G. Widdo
London—Pembroke	K. Joy. 10h. 22m.	E. A. Fry. 13h. 35m.	G. R. Winkworth and P. T. Warhurst. 10h. 44m.	E. Tweddl
1,000 miles	A. Render. 2d. 16h. 50m.	D. P. Duffield. 3d. 12h. 15m.	S. F. Cowsill and A. E. Denton. 3d. 7h. 41m.	A. Crime

CHIEF BRITISH TRACK RECORDS

National Cyclists' Union, 21 Blackfriars Road, London, S.E.1.

Class	AMATEUR						
	Bicycle (Men)		Tandem Bicycle (Men)		Bicycle (Women)		
	Rider, track and year	Record	Rider, track and year	Record	Rider, track and year	Record	Ri
				UNPACED			
		h. m. s.		h. m. s.		h. m. s.	
¼ mile f.s. ...	C. F. Peacock, H.H., 1953 ...	24.4	R. H. Harris and A. Bannister, H.H., 1948	23.2	Mrs. J. Dunn, H.H., 1957 ...	29.5	R. H.
½ mile f.s. ...	C. F. Peacock, H.H., 1953 ...	53.9	M. G. Southall and C. H. Hallerback, H.H., 1930 ...	48.8	Miss M. Tonkin, H.H., 1948 ...	1 5.6	R. H.
1 mile f.s. ...	F. W. Southall, H.H., 1927 ...	1 59.8	E. V. Mills and W. G. Paul, H.H., 1937	1 43.8	Mrs. J. Poole, H.H., 1957 ...	2 19.8	S. Patt
¼ mile s.s. ...	V. L. Johnson, H.H., 1909 ...	28	J. E. Sibbit and E. H. Chambers, H.H., 1928 ...	27.4	Mrs. J. Dunn, B., 1957	33.4	R. H.
½ mile s.s. ...	A. Danson, F., 1955	57.2	J. E. Sibbit and E. H. Chambers, H.H., 1928 ...	51.8	Mrs. J. Dunn, H.H., 1957 ...	1 7.5	R. H.
1 mile s.s. ...	E. V. Mills, H.H., 1937 ...	2 1.2	E. V. Mills and W. G. Paul, H.H., 1937	1 48.6	Miss P. J. Hodson, F., 1957 ...	2 22.1	W. J.
5 miles s.s. ...	N. Sheil, F., 1957	10 52.8	R. W. Buchan and D. G. Hill, H.H., 1955	9 53.8	Mrs. D. M. Franks, H.H., 1953 ...	12 22.6	
10 miles s.s. ...	N. Sheil, F., 1957	22 4.2	R. W. Buchan and D. G. Hill, H.H., 1955	20 3.6	Mrs. J. Harris, H.H., 1953 ...	25 21.2	
25 miles s.s. ...	N. Sheil, F., 1957	55 59.8	—	—	Mrs. J. Harris, H.H., 1953 ...	1 3 31.2	
1 km. s.s. ...	K. J. Harrison, F., 1956 ...	1 12.2	Not applicable	—	Mrs. D. M. Franks, H.H., 1955 ...	1 25.1	R. H.
3 km. s.s. ...	Not applicable	—	Not applicable	—	Miss P. J. Hodson, F., 1957 ...	4 32.9	
4 km. s.s. ...	M. J. Gambrill, H.H., 1957 ...	5 12.2	Not applicable	—	Mrs. D. M. Franks, H.H., 1956 ...	5 55.7	
		m. yd.		m. yd.		m. yd.	
1 hour s.s. ...	N. Sheil, F. 1957	26 1,398	E. V. Mills and W. G. Paul, H.H., 1936	30 793	Mrs. J. Harris, H.H., 1953 ...	23 1,096	H. H.
				HUMAN PACED			
		h. m. s.				h m. s.	
¼ mile f.s. ...	J. A. Dennis, H.H., 1950 ...	23	Not applicable	—	Mrs. J. Dunn, H.H., 1957 ...	28.4	
½ mile f.s. ...	W. E. Gimber, H.H., 1951 ...	48.5	Not applicable	—	Mrs. J. Dunn, H.H., 1957 ...	1 1.1	
1 mile f.s. ...	H. W. Payne, C.P., 1898 ...	1 39.4	Not applicable	—	Miss J. Dean, H.H., 1948 ...	2 0.2	
¼ mile s.s. ...	S. T. Cozens, H.H., 1929 ...	28	Not applicable	—	Mrs. M. Maitland, C., 1955 ...	32.2	J. Gre
½ mile s.s. ...	L. C. Hart, H.H., 1948 ...	54.8	Not applicable	—	Miss D. M. Stockwell, H.H., 1950	1 2.2	J. Gre
1 mile s.s. ...	F. W. Southall, H.H., 1931 ...	1 47.6	Not applicable	—	Miss D. M. Stockwell, H.H., 1950	1 59.2	J. Gre
5 miles s.s. ...	F. W. Southall, H.H., 1929 ...	9 12	Not applicable	—	Miss J. Dean, H.H., 1948 ...	10 16.4	
10 miles s.s. ...	F. W. Southall, H.H., 1929 ...	18 42.8	Not applicable	—	—	—	
25 miles s.s. ...	F. W. Southall, H.H., 1929 ...	47 4.8	Not applicable	—	—	—	
50 miles s.s. ...	D. Fleming, H.H., 1953 ...	1 36 42.2	Not applicable	—	—	—	
100 miles s.s. ...	F. W. Southall, H.H., 1930 ...	3 29 58	Not applicable	—	—	—	
		m. yd.					
1 hours s.s. ...	F. W. Southall, H.H., 1929 ...	31 1,457	Not applicable	—	—	—	D. Be
6 hours s.s. ...	R. T. Spanton, H.H., 1955 ...	162 883	Not applicable	—	—	—	
12 hours s.s. ...	D. A. Marsh, H.H., 1955 ...	307 108	Not applicable	—	—	—	
24 hours s.s. ...	J. E. Holdsworth, H.H., 1930	534 1,500	Not applicable	—	—	—	
				MOTOR PACED			
Class "A"		h. m. s.					
¼ mile f.s. ...	F. H. Wyld, H.H., 1927 ...	19.6	Not applicable	—	—	—	
½ mile f.s. ...	F. H. Wyld, H.H., 1927 ...	39.8	Not applicable	—	—	—	
1 mile f.s. ...	H. Grant, H.H., 1929 ...	1 17.6	Not applicable	—	—	—	A. C
1 mile s.s. ...	H. Grant, H.H., 1929 ...	1 29.8	Not applicable	—	—	—	H. G
5 miles s.s. ...	F. H. Wyld, H.H., 1927 ...	7 6.8	Not applicable	—	—	—	A. F
10 miles s.s. ...	H. Oxley, H.H., 1935 ...	14 28.4	Not applicable	—	—	—	A. F
25 miles s.s. ...	H. Oxley, H.H., 1938 ...	35 50	Not applicable	—	—	—	W. S
50 miles s.s. ...	L. Meredith, P., 1903 ...	1 25 24.4	Not applicable	—	—	—	W. S
100 miles s.s. ...	L. Meredith, P., 1903 ...	2 58 12.8	Not applicable	—	—	—	
		m. yd.					
1 hour s.s. ...	H. Oxley, H.H., 1938 ...	41 1,634	Not applicable	—	—	—	

H.H.—Herne Hill. C.P.—Crystal Palace. P.—Paddington. F.—Fallowfield. C.—Cannock. B.—Butts, Coventry.

(See also page 20)

DEM TRICYCLE

J. Arnold. 1h. 49m. 55s.
J. Arnold. 3h. 46m. 30s.
nd J. Arnold. 257¾ miles
d J. Arnold. 466¼ miles
C. Sandham. 21h. 16m.
J. W. Stott. 10h. 34m. 55s.
and D. Cook. 9h. 9m.
R. Oldridge. 4h. 46m. 56s.
G. Knibbs. 6h. 36m. 43s.
nd J. Arnold. 8h. 19m.
nd J. Arnold. 9h. 4m.
nd C. Sandham. 9h. 38m.
J. Arnold. 2d. 4h. 26m.
nd J. M. Robinson. 16h. 12m.
nd J. W. Stott. 12h. 58m.
J. Arnold. 2d. 13h. 59m.

PROFESSIONAL

Bicycle (Men)

track and year	Record
	h. m. s.
ris, P., 1953 ...	24
ris, H.H., 1952 ...	51
on, H.H., 1952 ...	1 57.6
ris, F., 1951 ...	27.7
ris, F., 1952 ...	55
ley, H.H., 1938 ...	2 5.6
—	—
—	—
—	—
ris, F., 1950 ...	1 11.2
ot applicable	—
—	—
	m. yd.
, P., 1939	26 1,003

	h. m. s.
—	—
—	—
—	—
C.P., 1899 ...	27.4
C.P., 1899 ...	51.2
C.P., 1899 ...	1 40.4
—	—
—	—
—	—
—	—
—	—
	m. yd.
l, H.H., 1952 ...	31 1,560
—	—
—	—
—	—

	h. m. s.
—	—
—	—
nt, H.H., 1933 ...	1 18.2
H.H., 1933 ...	1 35.8
er, F., 1949 ...	7 0.4
er, F., 1949 ...	13 46.8
ers, H.H., 1947 ...	35 29.2
ers, H.H., 1947 ...	1 13 13.6
—	—
—	—

WOMEN'S R.R.A.

Hon. Secretary: Mrs. M. Rawlinson, 9 Wharncliffe Drive, Southall, Middx.

Records	Bicycle		Tandem	Tricycle	
	Amateur	Professional	Amateur	Amateur	Professional
25 miles	Miss J. Dean 1h. 3m. 29s.	Mrs. E. Sheridan 1h. 3m. 58s.	Mrs. D. Franks and Mrs. J. Poole 57m. 36s.	Mrs. D. Tuffnell 1h. 16m. 34s.	Mrs. L. Dovey 1h. 21m. 49s.
50 miles	Mrs. A. Briercliffe 1h. 59m. 14s.	Mrs. E. Sheridan 1h. 55m. 0s.	Mrs. C. Watts and Mrs. D. Grist 1h. 55m. 34s.	Mrs. D. Tuffnell 2h. 35m. 4s.	Mrs. L. Dovey 2h. 26m. 17s.
100 miles	Miss M. Wilson 4h. 31m. 8s.	Mrs. E. Sheridan 4h. 16m. 1s.	Mrs. C. Watts and Mrs. D. Grist 3h. 57m. 11s.	Mrs. D. Tuffnell 5h. 27m. 43s.	Mrs. L. Dovey 5h. 35m. 57s.
1,000 miles	Mrs. W. Wrightson 3d. 15h. 53m.	Mrs. E. Sheridan 3d. 1h. 0m.	—	—	—
12 hours	Mrs. E. Atkins 234¾ miles	Mrs. E. Sheridan 250½ miles	Mrs. F. Uren and Miss E. Nicholas 227½ miles	—	—
24 hours	Mrs. E. Atkins 422 miles	Mrs. E. Sheridan 446½ miles	—	—	—
London to York	Mrs. E. Atkins 9h. 56m. 20s.	Mrs. E. Sheridan 9h. 5m. 20s.	Misses A. Caley and M. Gallagher 10h. 43m. 0s.	—	—
London to Birmingham ...	Mrs. E. Sheridan 5h. 22m. 0s.	Mrs. E. Sheridan 5h. 19m. 35s.	Misses T. M. Biggs and J. Springall 5h. 14m. 0s.	—	—
London to Bath & Back ...	Mrs. E. Atkins 11h. 11m. 34s.	Mrs. E. Sheridan 10h. 41m. 22s.	Mrs. F. Uren and Miss E. Nicholas 11h. 2m. 45s.	—	—
London to Brighton & Back ...	Mrs. D. M. Franks 4h. 59m. 50s.	Mrs. E. Sheridan 5h. 2m. 11s.	Mrs. C. Watts and Mrs. D. Grist 4h. 36m. 6s.	—	—
London to Portsmouth & Back	Miss D. R. Stratford 7h. 18m. 25s.	Mrs. E. Sheridan 6h. 56m. 40s.	—	—	—
Land's End to London ...	Mrs. E. Atkins 17h. 13m. 31s.	Mrs. E. Sheridan 14h. 36m. 18s.	—	—	—
London to Liverpool	Mrs. F. Uren 11h. 53m. 0s.	Mrs. E. Sheridan 9h. 39m. 0s.	—	—	—
Edinburgh to Glasgow & Back	Mrs. E. Atkins 4h. 38m. 56s.	Mrs. E. Sheridan 4h. 18m. 30s.	—	—	—
Liverpool to Edinburgh ...	Mrs. E. Atkins 11h. 20m. 40s.	Mrs. E. Sheridan 10h. 8m. 20s.	—	—	—
Land's End to John o'Groats	Mrs. E. Atkins 2d. 18h. 4m.	Mrs. E. Sheridan 2d. 11h. 7m.	—	—	—
London to Oxford & Back ...	Mrs. E. Sheridan 5h. 27m. 19s.	Mrs. E. Sheridan 5h. 26m. 10s.	—	—	—
London to Edinburgh... ...	Mrs. E. Atkins 21h. 37m. 0s.	Mrs. E. Sheridan 20h. 11m. 35s.	—	—	—
London to Holyhead	Mrs. E. Atkins 13h. 31m. 57s.	Mrs. E. Sheridan 13h. 20m. 11s.	—	—	—
Edinburgh to York	Mrs. E. Atkins 10h. 40m. 24s.	Mrs. E. Sheridan 9h. 22m. 30s.	—	—	—
London to Great Yarmouth ...	Mrs. E. Atkins 6h. 1m. 46s.	Mrs. E. Sheridan 6h. 28m. 7s.	—	—	—

SOUTHERN R.R.A. (Out and Home)

Hon. Secretary: P. A. Huggett, 3 Sylverdale Road, Purley, Surrey.

RECORD	BICYCLE	TRICYCLE	TANDEM BICYCLE	TANDEM TRICYCLE
Men				
50 miles ...	K. R. Whitmarsh 2h. 1m. 10s.	S. E. Armstrong 2h. 20m. 50s.	E. V. Mills and W. G. Paul 1h. 49m. 17s.	R. Oldridge and K. N. Jones 2h. 1m. 30s.
100 miles ...	J. B. Smith 4h. 26m. 16s.	S. E. Armstrong 5h. 14m. 25s.	V. Callanan and B. J. Brown 3h. 53m. 8s.	D. G. Ivey and P. Wyatt 4h. 33m. 1s.
12 hours ...	C. B. Roberts 242¾ miles	S. E. Armstrong 210½ miles	S. E. Harvey and E. Mundy 273 miles	J. K. Letts and E. W. Shea 209½ miles
24 hours ...	S. F. Wynne 442¾ miles	D. G. Ivey 398⅞ miles	F. N. Robertson and E. Guy 450 miles	E. G. Widdows and J. M. Robinson 357⅝ miles
Women				
50 miles ...	O. Wyles 2h. 16m. 17s.	—	—	—
100 miles ...	C. M. Watts 4h. 51m. 59s.	—	—	—

NORTHERN R.R.A.

Hon. Secretary: W. Bailey, 8 Marcliff Grove, Knutsford, Cheshire.

50 miles ...	T. Watson 1h. 57m. 1s.	R. Turner 1h. 59m. 1s.	W. Clayton and L. Cooke 1h. 46m. 55s.	A. Crimes and J. F. Arnold 1h. 49m. 55s.
100 miles ...	J. J. Salt 4h. 22m. 22s.	F. Turner 5h. 1m. 26s.	J. J. Salt and W. P. Rock 4h. 0m. 44s.	A. Crimes and J. F. Arnold 3h. 46m. 30s.
12 hours ...	P. E. A. Carter 244½ miles	J. F. Arnold 224 miles	G. B. Orrell and J. Pitchford 256¾ miles	J. S. Jonas and F. del Banco 229½ miles
24 hours ...	B. Hudson 419½ miles	J. F. Arnold 428½ miles	L. Innes and W. Thompson 457 miles	E. Tweddell and H. T. Cookson 385¼ miles

R.R.A. OF SCOTLAND

Hon. Secretary: W. T. Collins, 57 Restalrig Road, Edinburgh 6.

50 miles ...	E. V. Mitchell 1h. 44m. 48s.	A. Watson 2h. 0m. 40s.	J. Dickson and T. Morrison 1h. 37m. 46s.	E. Tweddell and C. Sandham 1h. 55m. 10s.
100 miles ...	G. Walker 4h. 11m. 36s.	R. Davis 4h. 42m. 12s.*	R. T. Mitchell and J. Dickson 3h. 37m. 33s.	E. Tweddell and J. W. Stott 4h. 42m. 17s.
12 hours ...	C. Sandham 235 miles	H. Knipe 213½ miles	E. Tweddell and C. Sandham 248½ miles	E. Tweddell and J. W. Stott 227½ miles
24 hours ...	E. Tweddell 412½ miles	E. Tweddell 360¾ miles	E. Tweddell and C. Sandham 457 miles	E. Tweddell and J. W. Stott 412½ miles
Edinburgh-Glasgow & Back	G. Walker 3h. 58m. 31s.	J. Dickson 4h. 42m. 34s.	R. McKay and D. Houghton 3h. 31m. 23s.	E. Tweddell and J. W. Stott 4h. 8m. 35s.
Glasgow-Aberdeen & Back	W. McGuigan 14h. 56m. 50s.	— —	—	—
Gretna Green-John o'Groats	W. McGuigan 23h. 23m.	E. Tweddell 1d. 3h. 12m.	E. Tweddell and C. Sandham 20h. 52m. 52s.	—

* Record subject to confirmation

Holiday Sport

CHRISTMAS HANDICAP WON ON VINTAGE TRICYCLE!

And Wilson Beats Finch to Maintain Ealing Prominence

AN 1892 vintage tricycle with 28×1¾-in. wheels and a 50-in. gear was the winning machine in the Central Sussex C.C.'s hilly 20-mile handicap event on Christmas Day. Riding this 75-lb. machine was F. Searle, Shoreham and Dist., who returned a handicap time of 43-56. His allowance was 45½ min. In second position with a handicap time of 53-39 was R. Russell, West Sussex. His scratch time of 59-9 was actually fastest of the day. Other handicap times were: G. Brook, Uckfield and Dist. (8¼), 54-53, 3; A. Roden, Crawley (6¼), 56-2, 4; P. Hitchcock, Crawley (6), 57-10, 5; R. Adams, Uckfield and Dist. (2), 57-55, 6.

Harry Wilson, Barnet C.C., added to his brilliant record in the Londoners' popular Christmas Day event, the Ealing Manor R.C. "25," gears restricted to 72-in., held 20 miles from the Metropolis on the Amersham road. Second in 1956, after winning in 1955, Wilson was at his best on a fresh, still morning, with visibility only 50 yards on several stretches, clocking 1-2-42 to beat the second Best All-rounder, John Finch, Ross Wh., by 1 min. 46 sec. There were 117 entries and 87 surmounted Christmas Eve reactions to answer timekeeper A. G. Ramsey's call from 9 a.m. onwards; it was the first time for several years that ice did not delay the start. There was the usual high-spirited, but orderly, gallery of spectators, who saw Wilson set a fine pace to take an imposing lead, in 31-54, at the 11 mile 1,658 yard turn. B. Rowsell, Star C.C., was challenging him, 38-sec. down, with Finch third, 46-sec. down and R. Poole, Middlesex R.C., at 56 sec., only other rider within a minute. Finch just got the better of Rowsell on the return but Wilson was going best of all, gaining a further minute for a clear win. Edgware R.C. won the team race despite K. Law's loss of 2 min. due to a puncture. There were 81 finishers and the leaders were:—

H. Wilson, Barnet C.C., 1-2-42; J. Finch Ross Wh., 1-4-28; B. Rowsell, Star C.C., 1-4-35; R. Poole, Middlesex R.C., 1-4-47; A. Adams, Edgware R.C., 1-4-49; J. Hanning, Vegetarian, 1-5-2; R. Hatherley, Northwood Wh., 1-5-53; R. Gamble, Neasden R.C., 1-5-56; M. Beer, Feltham, 1-5-57; R. Pratt, Vegetarian, 1-6-5; W. Murray, Twickenham C.C., 1-6-31; A. Collins, Northern C.C., 1-6-35.

Team.—Edgware R.C., 3-22-18, 1; Archer R.C., 3-24-54, 2.

A20

J. Emery, Middlesex Clarion, dresses and rides a machine in the Ealing Manor "25" to suggest that we must not be too serious on Christmas Day!

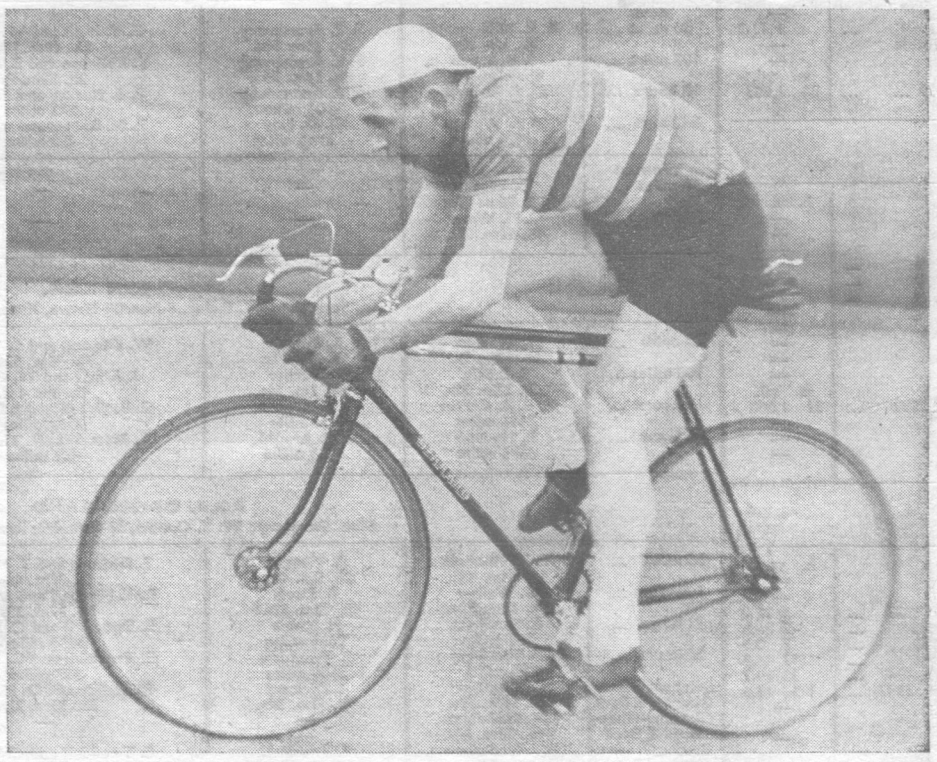
Ketnor Premier's second annual Christmas run attracted an outstanding entry of 47 runners, but was a little disappointing in that only 31 actually started and a further eight failed to finish the sporting six-mile course around Wellingborough. Favourite Tim Burkitt led from the start to finish in 38 min. 27 sec. and, backed up by J. Lovell (38-55) and M. Harvey (38-58), second and third respectively, Burkitt lead the Kettering Amateur C.C. to a convincing team win. Other placings: L. Goff, A.5 Rangers, 40-5, 4; S. Lee, Vegetarian C. and A.C., 40-17, 5; F. O'Connor, Rockingham, 41-7, 6. Award for the first junior went to M. Kirton, A.5 Rangers. The course proved very popular, as it included stretches of all types of surfaces, and the event will be run again next year over the same course.

Brian Shillingford, Bossard Wh., worked up a good Boxing Day appetite in his own club's annual walk. Coming in with 56-40, he had 28 sec. to spare over R. A. Goodman, N. Bucks R.C., who just beat B. Thorpe, Icknield R.C., in a "sprint" for second place. N. Bucks took the team award and provided the only woman competitor, Mrs. C. Metcalfe, who returned 1-9-1.

There was plenty of excitement in Balsall R.C.'s nine-mile cyclo-cross over nine laps of a short but sporting circuit on Sunday. Right from the start Allan Winters, Solihull, made a determined bid and, indeed, gradually drew away from the field until, on lap five, a shoe came off. This put Dave Briggs, Saracen, within overtaking distance of him and, on the last lap, Briggs took over the lead. But Winters was far from finished, and in a steep uphill sprint finish managed to gain the verdict by a length. Bill Radford, Elizabethan C.C., worked his way from the middle of the field to a creditable third place, with A. Moss, Solihull, fourth; G. Townsend, Rugby R.C.C., fifth; D. Farmer, Saracen, sixth. Solihull won the team section.

A misplaced direction-arrow in the Sedgley C.C. cyclo-cross (December 22) resulted in some riders taking routes other than the intended one.

F. Searle uses 3 wheels and a good handicap allowance successfully in the Central Sussex 20-mile.



Harry Wilson, the Ealing Manor winner, is obviously serious about his intention of beating Finch.

Of those who took the correct course, the fastest was W. Radford, Elizabethan C.C. His time of 35-20 for the nine miles was 15 sec. too good for Saracen star, D. Briggs. G. Townsend, Rugby R.C.C., was third; A. Winters, Solihull C.C., 4; A. Moss, Solihull C.C., 5; M. Cotterill, Wolverhampton R.C.C., 6. Team, Solihull C.C. The event will not now count towards the Midland League championship. On December 8 the placings had been reversed in the Ivy Wh. eight-mile cyclo-cross, when Briggs won in 45-55, 2-sec. ahead of Radford. A. Winters was third at 38 sec.

Despite four machine changes, Don Stone, '34 Nomads, scored a comfortable win in the Addiscombe C.C. 13½-mile cyclo-cross on December 22. With team-mate Paddy Hoban in second place, and a good third man, Nomads easily took the team award. M. Barry, Redmon C.C., was third and F. Burrage, of the promoting club, fourth.

Scoring his third win in three events was C. E. Lewis, Southampton Wh., when he won his club's cyclo-cross on December 15. M. Hayes, Bournemouth Jubilee Wh., was second, and F. Brew, Southern Paragon, 3. Southampton Wh. took the team award.

An outbreak of foot-and-mouth disease in the district has caused the Central Sussex C.C. cyclo-cross, planned for February 16, to be cancelled.

Vantage point in the Welwyn Wh. eight-mile cyclo-cross over a two-mile circuit on Sunday was the top of an almost vertical grass bank, a

Champion D. Stone, cyclo-cross winner of the Addiscombe and Welwyn events.

25-foot climb that the 35 entrants overcame in great style. National champion Don Stone looked stylish and revelled in surmounting this hazard, running up with his bicycle faster than most of the spectators would have cared to travel unimpeded. Overnight Stone had thrown a party which several of his S. London club members attended, including some intending starters at Welwyn. On the day the club strength was two—the hefty champion and the slightly built Paddy Hoban. They carried on the overnight mood, to the discomfiture of the North Londoners and were in command throughout. A bunch of riders went off course in the first lap—the back half of the field!

OVERSEAS

Sorting the Nations for the Tour

NATO has nothing on this year's Tour de France! It looks like being the biggest get-together of European nations in joint teams yet devised.

Current plans are for a full "international" team comprising men from Britain, Ireland, Austria and Denmark; a Swiss-German combination; and the Luxembourgers put together with the Dutchmen. If these arrangements stand, only France, Italy, Belgium and Spain will field full national teams of a dozen riders. In previous years Switzerland and Holland have each sent complete 10-man teams (the step-up to 12-man teams is another 1958 innovation, and will be achieved by reducing the number of French regional teams to three).

An early organizers' idea for an Iberian team of Spaniards and Portuguese has apparently been scotched by the blank refusal of those countries to come together. Holland also refused to field a joint-team with Denmark, newcomers to the Tour, but seem at present willing to take two or three Luxembourgers, undoubtedly because they would include Charly Gaul. Switzerland is reported to be content to take Germans, but would not consider any other formation.

The numerical strength of each nation in the international team is not yet clear. Ireland has only one rider of Tour standard, Shay Elliott. Portugal says that it wants its men, notably past Tour rider Barbosa, to ride individually! Austria has Christian, but not much backing for him. The Danes could nominate from three to five men of proven stage race ability. Britain's allocation would, possibly, be up to three riders.

The full route for the Tour has yet to be decided, but starting in Belgium, with the first stage from Brussels to Ghent and the second to Dunkirk, it will travel round France anticlockwise, and will include three time trials, team and individual.

* * *

Czechoslovakia's Olympic star Ladislav Foucek, who won two silver medals at Melbourne, has been sentenced to four years' imprisonment for smuggling watches.

Luxembourg's Charly Gaul was on home territory when he won the 17½-km. cyclo-cross event at Colmarberg in 40-31, beating Schmit, second, and Friedrich, Germany, third.

Riding in an international derny-paced match at Antwerp on December 21, Van Steenbergen beat his fellow Belgian, De Paepe, with Dutchman Schulte and Reg Arnold, Australia, third and fourth respectively.

Swiss ace Hugo Koblet leaves by air for South America shortly to fulfil a contract as partner to Fausto Coppi in the latter's present tour, offered to him by cable by Coppi, now in Colombia.

STONE'S WIN—*from preceding column*

After two laps the top six had established their ultimate supremacy and it was Stone, forcing the pace, and Hoban, fighting back grimly, always within yards of each other, gradually drawing away from the remainder, the result being :—

D. Stone, '34 Nomads, 32-35, 1; P. Hoban, '34 Nomads, at 9 sec., 2; J. Lawrence, Elsynge, at 50 sec., 3; M. Garwood, 29th Wh., at 54 sec., 4; J. Steed, Barnet, at 1-49, 5; M. Dyason; Viking, at 2-43, 6; P. Brown, Castile, 7; D. Wren, Barnet, 8; J. Carter, Ongar, 9; A. Hill, Welwyn, 10. Team.—Barnet.

Five Hungarian cyclists will compete in the Tour of Egypt from January 12-26. With them will go the director of the Csepel Cycle Factory, who will try to get orders for Hungarian-made machines.

Total distance of the Tour is 2,026 km., over 400 km. more than last year. The start is at Luxor and the thirteenth, last stage, is to Cairo. There are two rest days. Top-rating western Europe nations had not accepted invitations to compete when we closed for press.

* * *

Red Cross ambulance driver Jose Hernandez set a local bicycle "endurance" record on December 22 when he ended 75 straight hours of pedalling around Juarez Park, Jalapa, Mexico. He is 22. After the ride he said he will try to break the world's unofficial record of 92 hours held by Colombian Luis Eduardo Arias.

* * *

French veteran Louis Gerardin, upon his return from a 45-day tour of Japan, praised Japan's top cyclists as "certainly of international calibre." He recounted at length the experiences of his French professional team which scored 10 victories against four defeats during their Japanese tour.

"We thought the competition would be easy . . . but they surprised us. They have some very good racers," Gerardin said. He praised Japan as a "marvellous country" and admitted "I might return there." The team's toughest opponent was sprinter Nakai, whom they encountered at Kobe.

* * *

Australians Reg. Arnold, the "six" ace, and sprinter John Tressider figured prominently in the Christmas Day racing on the Continent. Paired together in an omnium at Ghent, they totalled 7 pt. to beat Terruzzi-Faggin (10 pt.), De Bakker-Van Oostende (11½ pt.) and Schulte-Gillen (13½ pt.). The Australians won the point-to-point, were second in the flying-start kilometre, Arnold took the 10-km. Derny-paced from Schulte, and Tressider was third in the sprint to De Bakker and Terruzzi. Later they finished second, a lap down, in a 40-km. madison won by Schulte-Gillen.

At the same meeting Van Steenbergen beat Derksen, Riviere and De Paepe in an omnium, but Derksen was on top in the Grand Prix of Christmas sprint at Dortmund on Boxing Day, beating Potzernheim and Gaignard. The series was marred when the Italian Pesenti, newly a professional, fell heavily after a puncture, being taken to hospital with a broken jaw and broken leg.

Fourteen thousand people were at this meeting at the Westfalenhalle indoor stadium to see Marcell beat Petry and Impanis in the other Christmas Grand Prix, behind motor-pace.

Other results: At Basle, Roth-Pffeninger beat Gillen-Plantaz by a lap in a 100-km. madison. At Copenhagen, Senfftleben-Forlini won a 145-min. madison from Van Steenbergen-Severeyns and Arnold-Terruzzi. At Zurich, Schulte-Bugdahl beat Senfftleben-Forlini and Van Steenbergen-Severeyns in a 100-km. madison. At Aarhus, Nielsen-Lykke won a three-hour madison from Terruzzi-Lynge, Roth-Pffeninger abandoning after a spill in which Roth was injured.

* * *

At St. Etienne on December 22 world professional pursuit champion, Riviere, caught former world amateur pursuit champion, Faggin, after 5,179 metres of a 6-km. race. Gaignard beat world sprint champion Derksen, three victories to none.

* * *

World amateur road champion, Belgian Louis Proost, has applied for a professional licence.

Gillen-Giesler won the 154 km. Clemens Schuermann Memorial madison at Munster on Sunday, beating Ziegler-Zoll and Plattner-Bucher.

A21

RECORDS : See also pages 16-17 and tables published December 26, 1957

CHIEF TRACK RECORDS OF THE WORLD

Class	PROFESSIONAL				AMATEUR				WOMEN			
	Holder and Nation	Place	Year	Record	Holder and Nation	Place	Year	Record	Holder and Nation	Place	Year	Record
S.S.:												
(Outdoor)				h. m. s.				h. m. s.				h. m. s.
1 km. ...	Harris (G.B.) ...	Milan	1952	1 8.6	Faggin (It.)	Milan	1956	1 9.2	Brovina (U.S.S.R.) ...	Irk.	1955	1 17.9
5 km. ...	Strehler (Switz.) ...	Milan	1956	6 8.8	Faggin (It.)	Milan	1956	6 15.4	Sadovaya (U.S.S.R.)	Irk.	1955	7 3.3
10 km. ...	Riviere (Fr.)	Milan	1957	12 31.8	Baldini (It.)	Milan	1956	12 37.6	Taranova (U.S.S.R.)	Irk.	1955	14 45.1
20 km. ...	Riviere (Fr.)	Milan	1957	25 15.0	Baldini (It.)	Milan	1956	25 20.0	Jurkina (U.S.S.R.) ...	Irk.	1955	30 38.0
100 km....	De Benedetti (It.) ...	Milan	1942	2 20 44.8	Zucchetti (It.) ...	Milan	1956	2 25 58.6	Goloubeva (U.S.S.R.)	Irk.	1955	2 49 59.7
				m. yds.				m. yds.				m. yds.
1 hour ...	Riviere (Fr.)	Milan	1957	29 275	Baldini (It.)	Milan	1956	28 1,456	Vissac (Fr.)	Milan	1957	23 1,699
(Indoor) ...				h. m. s.				m. s.				
1 km. ...	Harris (G.B.) ...	Zurich	1957	1 8.0	Gaignard (Fr.) ...	Paris	1954	1 10.2	* *	*	*	*
5 km. ...	Strehler (Switz.) ...	Zurich	1956	6 9.4	Schweizer (Switz.) ...	Zurich	1956	6 14.2	* *	*	*	*
10 km. ...	Strehler (Switz.) ...	Zurich	1955	12 39.6	Simic (Austria)	Zurich	1957	12 52.2	*	*	*	*
20 km. ...	*	*	*	*	Simic (Austria)	Zurich	1957	27 5.2	*	*	*	*
100 km....	*	*	*	*	*	*	*	*	*	*	*	*
								m. yds.				
1 hr. ...	*	*	*	*	Simic (Austria) ...	Zurich	1957	27 922	*	*	*	*
F.S.:												
(Outdoor)								h. m. s.				h. m. s.
200 m. ...	Van Vliet (H.) ...	Ord.	1955	11.0	Ploog (Australia) ...	Mel.	1956	11.2	Rozouvaeva (U.S.S.R.)	Irk.	1955	12.3
500 m. ...	Morettini (It.) ...	Milan	1955	28.8	Gasparella (It.) ...	Milan	1955	29.8	Rozouvaeva (U.S.S.R.)	Irk.	1955	32.8
1 km. ...	Morettini (It.) ...	Milan	1956	1 3.6	Chiesa (It.)	Milan	1955	1 3.8	Brovina (U.S.S.R). ...	Irk.	1955	1 12.9
(Indoor) ...												
200 m. ...	Plattner (Switz.) ...	Zurich	1956	11.0	Pesenti (It.)	Milan	1957	11.5	*	*	*	*
500 m. ...	Plattner (Switz.) ...	Zurich	1956	28.6	Pesenti (It.)	Milan	1957	29.4	*	*	*	*
1 km. ...	Von Buren (Switz.) ...	Zurich	1956	1 1.6	Gassner (Switz.) ...	Zurich	1957	1 4.2	*	*	*	*
M.P.:												
(Outdoor)												
100 km.†	Lohmann (Ger.) ...	Wup.	1955	1 3 40.0								
				m. yds.								
1 hr.† ...	Lohmann (Ger.) ...	Wup.	1955	58 737								
				h. m. s.								
100 km.**	Damasse (Fr.) (Ind.)	Mon.	1955	1 33 26.2								
				m. yds.								
1 hr.** ...	Damasse (Fr.) (Ind.)	Mon.	1956	44 261								
(Indoor)				h. m. s.								
100 km.†	Lohmuller (Switz.) ...	St. Et.	1952	1 29 37.2								
				m. yds.								
1 hr.† ...	Solente (Fr.)	Paris	1955	46 637								
1 hr.** ...	Browaeys (Fr.) (Ind.)	Paris	1950	39 1,558								
100 km.**	*	*	*	*								

*To be established. †Large Motors. **Commercial.

Ord.—Ordrup. Mon.—Montlhéry. Wup.—Wuppertal. St. Et.—St. Etienne.

Irk.—Irkoutsk. Mel.—Melbourne.

BRITISH ROAD RECORDS

WELSH R.R.A.

Hon. Secretary: B. Griffiths, 12 Brynteg Terrace, Ferndale, Rhondda, Glam.

	Bicycle	Tricycle	Tandem Bicycle
50 miles ...	R. W. Chapman 1h. 46m. 29s.	D. K. Gilmour 2h. 6m. 20s.	L. J. Blackhurst and A. Griffiths 1h. 35m. 45s.
100 miles ...	C. Hughes 4h. 27m. 17s.	B. W. Hughes 5h. 12m. 9s.	R. F. Shiret and L. F. Wakefield 3h. 54m. 54s.
12 hours ...	E. R. Vaughan 242¾ miles	D. G. Adams 208⅜ miles	J. J. Morgan and R. Blight 239⅛ miles
24 hours ...	N. J. Yeo 404¼ miles	Lowest standard 280 miles	Lowest standard 350 miles

Record	Bicycle
Cardiff–Abergavenny–Brecon and Back	L. R. Jenkins 4h. 43m. 12s.
Holyhead to Cardiff	L. R. Jenkins 10h. 55m. 28s.
Cardiff to Monmouth and Back	G. Cronk 3h. 16m. 9s.
Swansea–Brecon and Back	C. A. Banks 3h. 43m. 45s.
Women	
Cardiff to Aberdare and Back	J. R. Mace 2h. 5m. 29s.
Cardiff to Abergavenny and Back	J. R. Mace 3h. 2m. 55s.

EASTERN COUNTIES R.R.A.

Hon. Secretary: W. E. Thorncroft, Brackenbury, Bentley, Brentwood, Essex.

	Bicycle	Tricycle	Tandem Bicycle
50 miles ...	M. Ward 1h. 59m. 16s.	L. Bint 2h. 21m. 27s.	R. C. Radford and G. Thompson 1h. 50m. 15s.
100 miles ...	M. Dyason 4h. 34m. 59s.	B. Skingley 5h. 13m. 50s.	E. J. Capell and D. G. McCarthy 3h. 58m. 35s.
12 hours ...	I. Jones 237 miles	G. E. Lawrie 206¾ miles	D. L. and G. J. Beavis 254½ miles
24 hours ...	A. E. Moggridge 426½ miles	V. G. Lamb 363½ miles	D. L. and G. J. Beavis 438 miles

WESTERN COUNTIES R.R.A.

Hon. Secretary: I. J. Jones, 40 Branksea Avenue, Hamworthy, Poole, Dorset.

	Bicycle	Tricycle	Tandem Bicycle
50 miles ...	D. Omeara 1h. 51m. 45s.	P. Hounsell 2h. 12m. 58s.	K. Bennett and R. Jenkins 1h. 40m. 37s.
100 miles ...	T. W. Lodge 4h. 27m. 6s.	L. Killbie 5h. 5m. 8s.	W. A. Miller and I. Jones 3h. 50m. 35s.
12 hours ...	I. Jones 243¾ miles	J. Wrightson 195¼ miles	G. J. Geal and D. R. Chalmers 252½ miles
24 hours ...	I. Jones 425¾ miles	W. R. Clarke 330½ miles	Lowest standard 400 miles

NORTHERN IRELAND CYC. FED.

Hon. Secretary: V. McCormick, Manse View, Mill Road, Whitehouse, Co. Antrim

	Bicycle	Tandem Bicycle	Women Bicycle
50 miles ...	H. Lane 1h. 53m. 52s.	F. McKeown and O. McKillen 1h. 39m. 54s.	M. McCormick 2h. 11m. 20s.
100 miles ...	G. Reid 4h. 13m. 55s.	Lowest standard 4h. 5m. 0s.	I. Clements 4h. 48m. 31s.
12 hours ...	Lowest standard 243½ miles	A. McWhirter and S. H. Wood 263⅜ miles	Lowest standard 195 miles
24 hours ...	P. J. McNeilly 425¾ miles	Lowest standard 400 miles	Mrs. I. Woods 378 miles

NORTH AND WEST HOME COUNTIES R.R.A.

Hon. Secretary: G. H. Newman,
24 Wigginton Avenue, Wembley, Middlesex.

Standards set for 50 miles, 100 miles, 12 hours and 24 hours have not been beaten.

MIDLAND R.R.A.

Hon. Secretary: J. A. W. Walker, 1 Hagley Court, Hagley Road, Edgbaston, Birmingham 16.

	Bicycle	Tricycle	Tandem Bicycle	Tandem Tricycle
50 miles ...	L. V. Willmott 1h. 49m. 32s.	J. Vaughan 2h. 22m. 50s.	R. Dougherty and F. H. Dale 1h. 47m. 7s.	G. Wills and H. Christie 2h. 2m. 45s.
100 miles ...	J. Middleton 4h. 26m. 24s.	J. J. Smith 5h. 15m. 15s.	R. Dougherty and F. H. Dale 3h. 51m. 35s.	G. Wills and H. Christie 4h. 22m. 28s.
12 hours ...	C. A. Starkey 241¾ miles	D. P. Duffield 230¾ miles	C. Baines and F. H. Dale 267¼ miles	—
24 hours ...	S. P. V. Bray 425 miles	P. L. White 359½ miles	A. J. Raby and W. T. Mizen 433½ miles	—

PUCH MS 50 L

Unconventional Austrian Moped of High Quality Tested

The little local train is comfortable and reliable, but it doesn't go everywhere. That's where the moped comes in, and here's a wise granny starting the New Year right with a Puch MS 50 L (above). On the right is the fan-cooled two-stroke engine, which offers cleanliness, as well as good cooling.

The PUCH at a GLANCE

Maximum Speed : 27 m.p.h. in 25 sec. from rest.

Economy : 162 m.p.g. at 20 m.p.h.

Braking :	**From 20 m.p.h.**	**From 30 m.p.h.**
Both brakes ..	15 feet.	Not applicable.
Front only	32 feet.	Not applicable.
Rear only	28 feet.	Not applicable.

Load carried during test : 200 lb.

Engine : Puch two-stroke engine with fan cooling; 38 mm. bore x 43 mm. stroke = 49 c.c.; c.r. 6.5 to 1; nominal power 2.3 b.h.p., but normally governed to 1.5 b.h.p.

Gearbox : In unit with engine; two speeds, with handlebar twist grip control; gear primary and chain final drives.

Frame : Welded up from steel pressings; swinging-fork rear suspension; telescopic front forks, hydraulically damped.

Tank : 1.2 gal. capacity.

Lights : Integral head and tail lamps fed direct from Bosch flywheel magneto-generator.

Wheels and brakes : Both brakes 4.13-in. internal-expanding; chromium-plated rims and rust-proof spokes; 2.25-in. x 23-in. Semperit whitewall tyres.

Equipment : Electric horn; tool kit; tank-top tool tray; tyre pump; luggage carrier; centre stand; speedometer; steering head lock.

Finish : Maroon enamel, with chromium-plated details and polished light alloy.

Weight : 121 lb.

Makers : Steyr-Daimler-Puch a.g., Graz, Austria.

Concessionnaires : Ryders Auto Service, 215, Knowsley-road, Liverpool 20.

Price : £87 10s. inc. P.T.

IF anybody knows the answers when it comes to designing high-quality two-wheelers, Steyr - Daimler - Puch, the Austrian two-stroke specialists, do. Their record of successes goes back many, many years, and although the Puch MS 50 L moped incorporates more than one feature which is unusual, there is no doubt at all that it is both efficient and 100 per cent. practical.

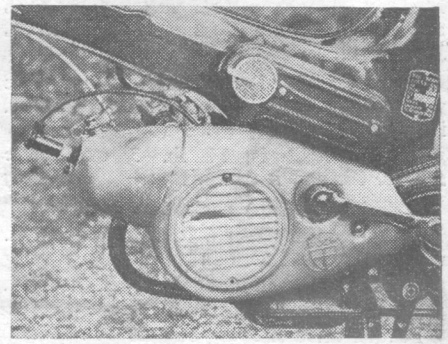
Unusual, of course, is the method of engine cooling—by a blast of air delivered from a fan on the flywheel. Thus the entire cylinder, and much of the rest of the power unit, is swathed in a light alloy trunking which, besides helping in the cooling, also ensures cleanliness for the rider. The telescopic front forks are unusual—I almost said "unique"—in terminating at the lower fork clamp position. Again, they are efficient. Here, then, is a moped which is not simply a refined cycle fitted with an engine, but a moped planned as such right from the drawing-board stage.

I certainly liked the fan cooling, for the engine never once seemed to be in danger of overheating in heavy City traffic, when more conventional units have to rely entirely on heat radiation from their fins. I would judge that the Puch system must add many thousands of miles' "life" to the engine; the slight power needed to drive the fan is a small price to pay for an engine working under near-ideal—if not perfect—conditions at all times.

Though nominally powerful, the Puch engine is usually supplied with the carburation so set that high speeds are impossible, thereby conforming to the Continental 25 m.p.h. preference. Hence the machine under test provided a level-road maximum of 27 m.p.h., with "flash" readings of just over "30" under favourable conditions. The important thing, however, was that three-quarter throttle gave an unextended 25 m.p.h. cruise. This the Puch could obviously keep up all day, if necessary, without tiring, and the indications were that, so driven, the MS 50 L would provide something like a "140 m.p.g.-overall" fuel consumption figure, for the fixed-speed fuel consumption proved well above average.

Hill-climbing with the Puch called for an early change from the highish top gear, but was up to par, though a little slower than normal. It was pleasant to know that on tough bottom-gear climbs the engine was receiving *proper* cooling.

A seasonable point arises, too. On a frosty day, with many cold miles to be covered, it is comforting to know that you can stop, take off your gloves, and warm your hands in the blast of warm air emanating from the cylinder trunking. A moped



with built-in central heating, in fact; and this "by-product" of the cooling system can be very welcome, as I can testify from experience!

Comfort? Very good. The rear suspension is soft and well controlled; the front end equally effective, if a little inclined to "chatter." The Puch rider also enjoys a soft-top, well-sprung saddle which is provided with height, tilt and fore-and-aft adjustment. Add an acceptable riding position, and you have a model which should prove cosy for most people under almost any conditions.

Though the brakes are not quite as powerful as some I have used, both are effective, smooth in operation, and a mite above average in their effect. Finally, steering and road-holding are in the same high class as the engine, the suspension, the finish and the conception of this likeable, individualistic moped.

CENTAUR

A23

1958 PROGRAMMES

New bicycles and equipment surveyed

"And into the pack goes . . ." well, you can see the items, and they are detailed in the Windover Camping Exhibition story below.

CAMPING SHOW IN LONDON NEXT WEEK

A PUBLIC exhibition of camping equipment, a small show itself, will be the Windover Camping Exhibition to be staged by S. Jacobs Ltd. (24, Cutler-street, London, E.1), at the Tea Centre, 22, Regent-street, Piccadilly, London, W.1, next week.

Admission is free and the exhibition will be run daily from 10.30 a.m. to 6.30 p.m., Monday, January 6, to Friday, January 10, and from 10.30 a.m. to 1 p.m. on Saturday, January 11.

An outstanding item of interest to cyclists will be the basic kit all in one pannier, illustrated on this page.

Total weight is 14 lb. 3 oz.; price £11 2s. 1d. and it comprises :—

Webbing (R.A.F.) pack, 11s. 3d.;

Trekker Minor tent 6 ft. 3 in. long, 6 ft. wide at front, £2 5s. 0d.;

Rubberized ground sheet, 6 ft. x 4 ft., 17s. 3d.;

Feather-filled sleeping bag, £3 14s. 11d.;

Folding cooking set (saucepan, frypan, plate, pan cover), 9s. 6d.;

Optimus No. 96 paraffin stove, £2 2s. 0d.;

½-gall. inflatable water bucket, 8s. 11d.;

8½-in. polythene plate, 3s. 0d.;

½-pt. polythene mug, 1s. 4d.;

Knife, fork and spoon compactum set, 4s. 6d.;

Plastic 2-egg carrier, 1s. 5d.;

4-oz. to 8-oz. plastic food container, 3s. 0d.

The complete show will include a main room display of 11 Windover and Invincible tents, two of them fitted up (for an overnight stay!); a range of the many makes of equipment handled by the company, and, on an outside balcony, a special display of some equipment used on the Everest expedition.

Among the tents the Oundle, at £5; the Bantam, at £1 17s. 6d. and £2 8s. 9d.; Hurst, at £3 and £3 12s. 9d.; Epsom, at £3 7s. 6d. and £4 6s. 3d., are recommended for cyclists, the two prices being for white (cheaper) and green cloth respectively.

Sleeping bags are being shown at several standards, from the Windale at £2 2s. 0d. to the Terylene Special at £6 12s. 6d.

Blankets and rugs from 14s. 11d. to £1 15s. 0d.; camp beds, including the 5-lb. Dural in light alloy tubing from £3 13s. 3d.; Lilo air beds; water carriers; ground sheets; and many variations of, and extensions to, the basic cooking and eating utensils included in the "pack" listed above, will be on show. "Pocket" items that will attract interest are the compasses and map measurers from 2s. to 16s.

A24

Cotterless Set Gives Good Riding

THE recently introduced Fingerslide alloy cotterless crank set (described in CYCLING, October 10) has, in the subsequent weeks, been undergoing some rigorous testing on a staff-man's machine. The nature of the testing has varied from 100-mile week-end tours to hectic evening training spells, both alone and in company. At first, the set was fitted to a massed-start machine with a double chainwheel and 10-gear ratios. Later a single freewheel was substituted for a short period, then this, too, was changed and the set subjected to the rigours and stresses of a fixed wheel.

The fitting of the set was accomplished in a matter of minutes. After inserting the spindle in the normal way, the cranks were merely slipped over the ends of the spindle, the locking nut on the left-hand side tightened, and with the ingenious wedge-lock principle brought into play, the whole assembly was fixed as tightly and securely as possible.

The five-pin cranks were used in conjunction with a three-pin alloy adaptor and steel chainwheel.

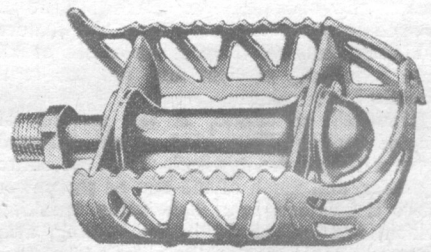
We were looking for "play" but throughout the test only found rigidity.

When making the initial change from standard fittings, the slight variation from standard in the length of the Fingerslide spindle was evident, but after a few days' riding, was not noticed. Now, however, a shorter spindle has been standardized and the ball-races on the spindle have been given a higher polish to reduce friction.

Manufacturers are Cycle Trading, Ltd., Moons-lane, Brighton-road, Horsham, Sussex, and prices are : Fingerslide five-pin set, complete, less chainwheel, £1 10s.; three-pin adaptor for single or double chainwheel, 5s.; cranks, £1 5s. a pair; bottom bracket spindle, complete, 10s.; 46-tooth chainwheel (five-pin steel), 9s.; set of five nuts and bolts for fitting chainwheel to crank, 1s. 6d.; and central bottom bracket spindle bolt, 1s. 9d.

Webb Brakes and Pedals

BRAKES and pedals to be produced for 1958 by H. C. Webb and Co., Ltd. (Tame-road, Witton, Birmingham 6) are as follows : Model 300 calliper brake, with hooded tourist or racing lever, front 11s. 3d., rear 11s. 9d.; rear, ladies' model, 12s. 3d. Lever only, 4s. 6d. Solid-centre pedals are the quill-type at 16s. 6d. (as supplied to the N.C.U. for official team use this year) and the 3⅝-in. rat-trap at 14s. 6d. A useful Webb accessory is the calliper front brake "anchorage" at 3s. 9d. a pair.



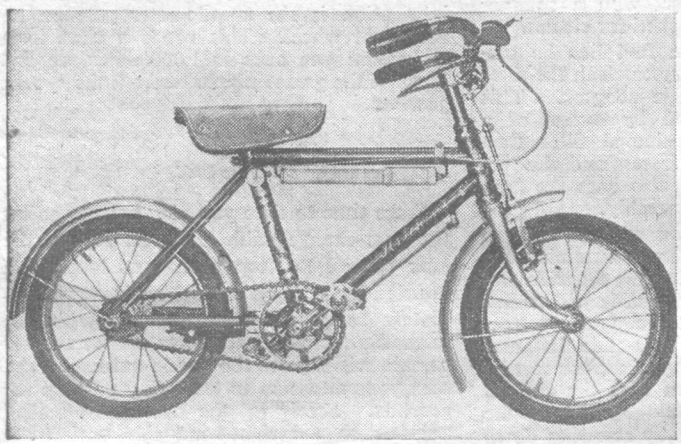
Webb quill-pedal referred to below.

Michelin Tyres

THE 27 in. x 1¼ in. tubular tyre is no longer imported by the Michelin Tyre Co. Ltd. (Stoke-on-Trent). The reference to the concern's Carrier tyre (December 5, 1957) should have quoted the size as 26 in. x 1¾ in., not 26 in. x 1⅜ in.

Acetylene Lamps

WHERE to get calcium carbide lamps and spare burners is a regular question received by our Information Bureau. Bache Bros. (Lye Cross, Lye, Stourbridge, Worcs) advise us that they are holding stocks of both.



(Above) The Brilliant Lightweight introduced to the Hetchin range for 1958.

It's Brilliant from Hetchin's

HETCHIN'S (798-800, Seven Sisters-road, London, N.15) have long rated among the lightweight purists, offering a basic range of hand-built frames and lug designs to appeal to the most meticulous of customers, and setting a high standard of workmanship that has, naturally, been reflected in the retail price.

You can set a valuation approaching £13 to the cheapest Hetchin's frameset, and the makers emphasize that there is no reduction in this standard in the new Brilliant model (a name that will be recalled by customers of 20 years ago). This makes the complete bicycle, at £29 18s., a most interesting product because the completion is effected with high-grade parts, an essential accompaniment in these days when the big companies are putting "the best" on to their best machines.

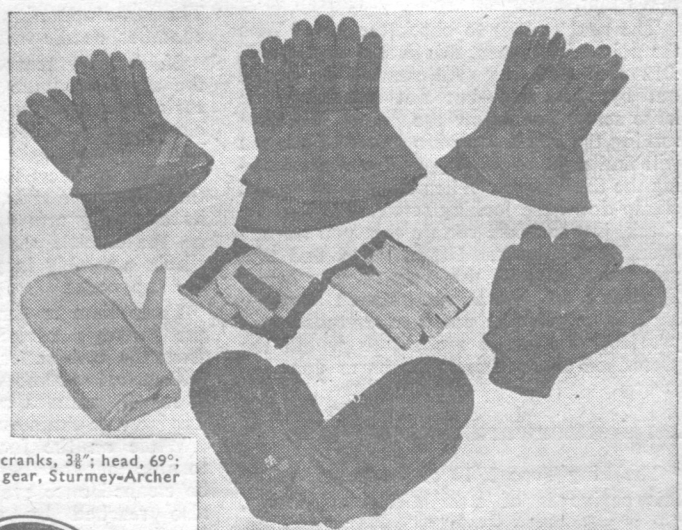
The frame to the Brilliant is built from Reynolds 531 tubing, size and angles as required, with hand-cut lugs taking their name from the frame. The rear triangle can be the famous "Curly Stays" design, or orthodox pattern, and the colour is to choice.

Handlebars and stem are alloy, made by G.B.; brakes can be Weinmann or G.B. Coureur Plus; saddle is Lycett's L.15; chainwheel set Williams C.45 fluted; pedal choice is Lyotard, Brampton B.8 or Webb; chain, Brampton 3-32 in.; wheels, Dunlop, steel, 27 in.; hubs, Bayliss Wiley small flange; tyres, Michelin High Speed or Dunlop high-pressure. And if you are prepared to go above £30 a front changer and extra chainwheel to make it a 10-speed model, will cost £31 10s.

Holdsworth Show

A NEW YEAR Show is being staged at 132, Lower Richmond-road, Putney, by W. F. Holdsworth, from January 18 to February 1.

Another Hetchin's production — a special juvenile "made-to-measure." The bicycle is in standard high-grade tubing (Reynolds 531) but some parts had to be reduced in size, or specially made. Frame size is 11"; top tube, 13"; bracket height, 5⅜"; fork off-set, 2¼"; cranks, 3⅜"; head, 69°; seat, 70°; wheelbase, 25⅜"; gear, Sturmey-Archer wide ratio, top, 36".



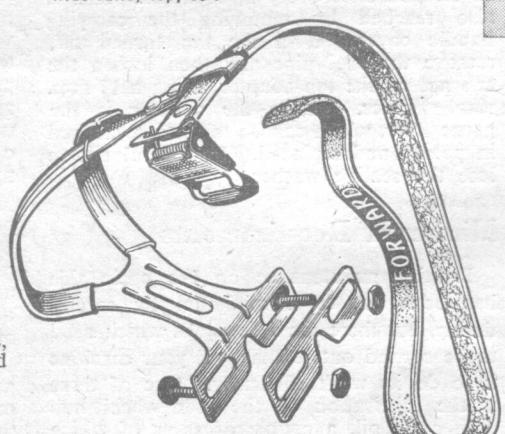
Seven offerings to keep your hands warm by G. Waddington & Son Ltd. (Newland, Hull).

At the Holdsworth show you can see this Supreme, tan leather mitt, fleecy-lined with waist-adjusting strap, at 19s. 11d.

CYCLING readers are invited to inspect frames, complete machines, clothing and British and Continental accessories.

Dunlop Prices

IN our review of 1958 accessories (November 14, 1957) prices of Dunlop tubulars were quoted as ranging from £1 18s. 6d. to £4 17s. 6d. These should have been from £2 2s. 6d. to £5 7s. 6d.



Plastic sleeving at the front protects the shoe in the new Forward toe-clip by Fonteyn & Co. Ltd. (14, Percy St., London, W.1.) at 7s. 6d. a pair. Matching straps, quick release, cost 4s 11d. a pair.

Gerrard 1958 Frames

ILLUSTRATED catalogue of 1958 frames by Ted Gerrard Lightweight Cycles (65, Woodhouse-road, N. Finchley, N.12) is now available to CYCLING readers upon request. The frames are the 531 Sports model at £10 19s. 6d.; the Professional Path, at £14 19s. 6d., and the Professional Road at £15 19s. 6d.

All are individually built to customers' specification and the Road and Path models are enhanced by cut-away Nervex Professional lugs which are filed for maximum strength with minimum weight. Complete wrap-over on seat cluster and reinforced ends are featured on the Path model.

Having acquired additional workshop space the concern is adding these frames to its "Pay-as-you-ride" scheme based on a £1 deposit.

A25

Maintaining Your Moped *No. 15*

MORE ABOUT THE "VICKY 3"

Care of the Moped's Electrics, the Carburetter and the Cycle Parts

ON the Victoria "Vicky 3," the flywheel magneto is concealed beneath a readily detachable cover, but it should require only the minimum of periodic attention. The manufacturers recommend that the contact-breaker points should be inspected once every 2,000 miles, so that's a job which could well be done at the same time as the decarbonizing.

It's a simple enough task. All that needs to be done is to open the points and insert a piece of clean paper. Now close them, and gently pull the paper out. The dirt will come off with it. Repeat the process until the paper no longer shows signs of dirt, and that's that.

The next task is to check the gap. With the points fully open, this should be between .012 and .016 in. Adjustment is carried out by loosening—but not removing—the large screw just below the points, and then turning the small eccentric screw which you will find right at the top of the plate carrying the fixed point. When the gap is correct, clamp down the locking screw, and then recheck, just to make certain that you haven't overshot the mark. Often, you'll find that you have altered the gap slightly while tightening up the screw. Don't worry—experience will give you a surer touch, and provided the points are set to within the prescribed limits there's no harm done.

Straightforward Design

The Bing Type 1/10 carburetter fitted to this engine is of straight-forward design, but it has one unusual feature, in that the choke slide is operated by the throttle. It is brought into play by pushing down a pin on the top of the carburetter body, and is raised to the open position by the opening of the throttle, the air slide bearing on an arm on the choke slide and lifting it clear.

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ON WHAT GROUNDS?

IN your editorial on "Twinkling Pedals" (December 12) you suggested that the cycling organizations had adopted a "somewhat alarming" attitude in "neither supporting nor condemning" a Bill whose real implication, as indicated by you, is to give the manufacturers of reflecting pedals an "easy mind in making and selling them." You said, "It should be our policy to oppose this further night persecution of cyclists."

Reflector pedals, you explained, are not at present illegal. If that is true—and I believe it is—the Bill to set the manufacturers' minds at rest by specifically declaring them legal will change nothing, so the cycling organizations can hardly be expected to oppose it on that score. On what other grounds could it be opposed? We should undoubtedly oppose any Bill to make pedal reflectors compulsory, but, as you point out, that is quite outside the scope of the present Bill.

It is difficult to see why the attitude of the cycling organizations should alarm you. We do not advocate the use of pedal reflectors; we do not question their legality, but we should oppose any move to make them compulsory. Our attitude towards them is in that respect the same as our attitude towards white capes, gloves made in phosphorescent material, handlebar mirrors, light-coloured mudguards, and anything else that a cyclist may legally decide to use because he believes it may give him greater safety. Would you suggest that we should campaign against the legal rights of cyclists to use them on the grounds that "legalization, even on a 'voluntary basis' will surely make cyclists feel they are forced to use such fitments"?

REG C. SHAW,
Secretary, Cyclists' Touring Club.
London, W.2.

[With all respect to our friends of the Cyclists' Touring Club and the cycling organizations which form the Standing Joint Committee on Cycling, and of which Mr. Shaw is the honorary secretary, we find nothing more in this letter than the precise logic which so often supports inactivity. After the long years of battle by the C.T.C. against rear lights (the onus should be on the overtaker) it is quite alarming that this chief defence organization of cyclists should not have seen fit to address the Minister of Transport, Gresham Cooke, M.P., who is sponsoring the new Bill to legalize reflector-studded pedals, and the cycle and accessory manufacturers through their Industries Association, emphasizing that cyclists carry adequate rear warnings at night—in line with all other vehicles—and that we object to being singled out as in need of this additional fitment. In the past we have had white patches and reflectors made compulsory because they were supplied by the trade and used as a "fashion." That sort of thing will undoubtedly follow from this "voluntary" fitment of twinkling pedals, with more such irritating requirements to follow.—ED.]

LETTERS

Use English

J. WILLIS, who wrote on December 12, has been unfortunate, but I feel that he's been using the cheap Continental free-wheels, which are, with their "flag-type" old-fashioned pawls, and, of course, Continental-quality springs, bound to provide more trouble than the best English models. If he buys a reputed English free-wheel, however, he'll find the same as I—that it'll go for years and years without a breakdown. Even if the springs break, or are completely missing, the rocking-type pawls still ensure engagement. Of course, one must look after the equipment, with *oil*, not grease, and new balls every six months or so.

A remover costs 2s. 6d., a set of pawl-tools 1s. 6d. As a dealer of many years' standing, I know that 90 per cent. of free-wheel trouble is caused by customers using hammers and chisels to remove the free-wheel when replacing spokes, and so on.

London, N. "WUNLAP."

* * *

YOUR correspondent, J. Willis, may have been unlucky enough to buy a faulty free-wheel, but hardly several. It is most likely that his troubles are due to lack of, or faulty, lubrication.

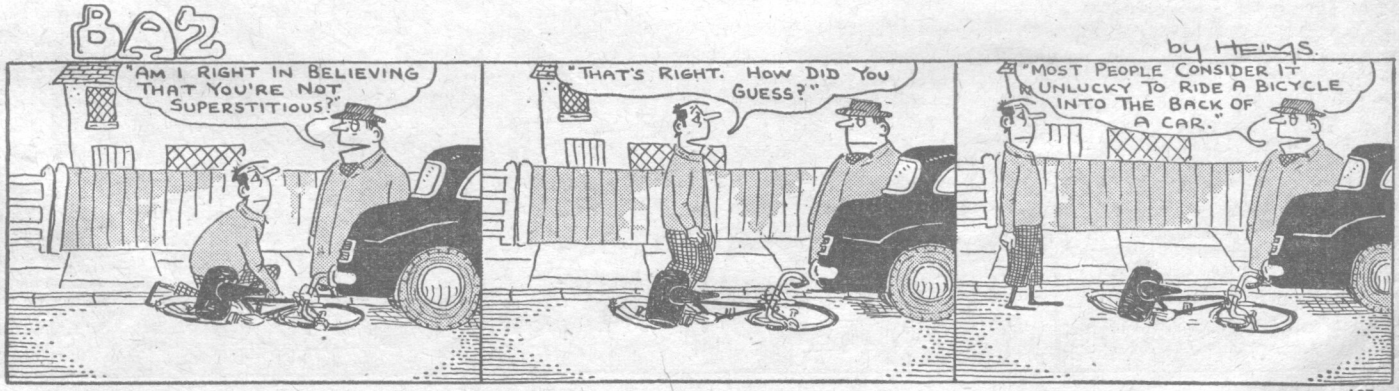
A multiple free-wheel block can be lubricated properly only by taking it off (a not too difficult operation with a half-crown tool, a vice and a little patience). This is because the working parts are located at the back, and oil applied at the top sprocket with the block on the wheel will not easily find its way through. There is also a distinct risk of carrying in grit with this method. Most popular makes of free-wheel have drillings in the back face which are inaccessible with the block in situ. Through these the pawls can be seen working and it is here that oil should be applied.

A thin oil is usually recommended, but this must be applied regularly and frequently, particularly in wet weather. A long period without attention can, however, be obtained by the use of a thicker, non-additive oil, thinned by warming to get it in. A block thus treated is also very silent in use.

Weston-super-Mare. LES WILKINS.

(More letters overleaf)

"They always dance like that. It's all the tandem riding they do."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"AM I RIGHT IN BELIEVING THAT YOU'RE NOT SUPERSTITIOUS?"
"THAT'S RIGHT. HOW DID YOU GUESS?"
"MOST PEOPLE CONSIDER IT UNLUCKY TO RIDE A BICYCLE INTO THE BACK OF A CAR."

A27

Maintaining Your Moped — *No. 15*

MORE ABOUT THE "VICKY 3"

Care of the Moped's Electrics, the Carburetter and the Cycle Parts

ON the Victoria "Vicky 3," the flywheel magneto is concealed beneath a readily detachable cover, but it should require only the minimum of periodic attention. The manufacturers recommend that the contact-breaker points should be inspected once every 2,000 miles, so that's a job which could well be done at the same time as the decarbonizing.

It's a simple enough task. All that needs to be done is to open the points and insert a piece of clean paper. Now close them, and gently pull the paper out. The dirt will come off with it. Repeat the process until the paper no longer shows signs of dirt, and that's that.

The next task is to check the gap. With the points fully open, this should be between .012 and .016 in. Adjustment is carried out by loosening—but not removing—the large screw just below the points, and then turning the small eccentric screw which you will find right at the top of the plate carrying the fixed point. When the gap is correct, clamp down the locking screw, and then recheck, just to make certain that you haven't overshot the mark. Often, you'll find that you have altered the gap slightly while tightening up the screw. Don't worry—experience will give you a surer touch, and provided the points are set to within the prescribed limits there's no harm done.

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LETTERS (contd.)

THE WHOLE TRUTH

FOR many weary years the three racing bodies have been carrying out "negotiations," trying, they allege, to reach an equitable solution to the problem of control of the sport.

Following these meetings, various statements are issued, which purport to give the details of such meetings. However, by some strange mischance, these reports tend to vary somewhat in detail, and each body emerges as the one which is making all the sacrifices, all the efforts, while one or another of the "other" bodies is cast in the role of villain, and held to blame for the usual lack of agreement.

To eliminate this biased reporting, could not the three bodies concerned agree to admit to the meetings a representative of the Press, a fully qualified and unbiased reporter? This person would be permitted to publish a fully detailed report of each meeting, and would thus enable the racing man in the street to make his decisions on the basis of the whole truth, and not on half-truths as is at present the case.

GUINEA LETTER

None of the relevant bodies which has a clear conscience in the matter could have any valid objection to the adoption of such a procedure, no matter how unconstitutional it may appear.

Perhaps the representatives of the three bodies concerned would like to comment—in CYCLING.

G. H. FARMER.

"Megiddo," Moorland, Bridgwater, Somerset.

Cycling and MOPEDS

NEXT THURSDAY

REG HARRIS ON TEAM MISMANAGEMENT
CORNISH CURIOSITIES BY HUGH STOKER
15s. WORTH OF MOUNTAINS
TWO ON A TOPIC
SECOND THOUGHTS ON PARIS AND MILAN
"FAMILY AFFAIR": PERSONALITY PICTURES
KREIDLER ROAD TEST
MOBYLETTE ENGINE

Keenness in Wales

THERE were a few points which were not quite accurate in the article on Bob Chapman published on November 28.

The items referred to concern the N.C.U. South Wales Centre's promotions in 1955 and 1956. The racing officials of the Centre have been promoting road races for many years. The inference that 1955 was the first season in which closed circuit events were promoted, and that "1956 massed-start racing experienced a tremendous slump in South Wales" are quite inaccurate.

To avoid any misunderstanding by readers, I should like to make it clear that the officials of the Centre have been over the years, particularly since the advent of open road events, keenly interested in promoting events. The Centre has promoted more than its share of events in an endeavour to give a lead to the clubs. This lead is paying off as more clubs will be promoting events in the future than ever before.

A term also used in the article is the "Welsh sprint champion." There is no such title, even though there is no reason why there should not be one in the future!

I would like to thank you for giving space to my letter, because, whatever details are published, we would all agree that the details should be correct and not read in such a way as to misconstrue the situation.

ATHOL EVANS,
Press Secretary,
N.C.U. South Wales Centre.

Port Talbot.

Bad Taste

ON behalf of the Nottingham Phoenix R.C., I would like to say how disgusted we were at the behaviour of certain members of the audience at the recent B.A.R. Concert in the Royal Albert Hall.

Surely the practice of throwing money on to the stage, particularly during one act, was in very bad taste and an insult to the artists concerned. The bugle players, too, would be better employed in the Boys' Brigade.

By all means let us have an informal atmosphere in this get-together cycling "do," but at the same time let us also be sportsmen and give the various artists a chance to entertain us.

After all, the R.T.T.C. officials must go to a lot of trouble and expense to make the concert a success. Not everyone wishes to endure the childish behaviour of the people concerned. I would like to recommend that "toys" be provided for these "children" in order to keep them quiet.

To finish off, we would like to thank all concerned for a really wonderful concert (forgetting the "children," of course!).

ALAN J. ALDRED,
Acting Secretary,
Nottingham Phoenix R.C.

Nottingham.

Not Interested

REG HARRIS wrote recently in defence of buying a cycle "off the hook," on the "maker knows best" principle. As regards the basic frame I am inclined to agree with him, but with such a wide range of proved gears, chain sets, hubs, and so on, available, the choice of components is surely best left to the customer.

We recently started a pre-buying investigation for the addition of a new model to our family "stable." Two of our "stable irons" bear the name of a major concern, and we agreed to continue that breed. But an inquiry for the most expensive model, with components to our choice, met with a "not interested" reply. If this is an example of the British industry's sales policy in the £40-£50 bracket, then it may explain why we have yet to see the particular model desired "on the roads." It certainly explains why a new name will shortly join our stable.

Chester. J. EARNSHAW.

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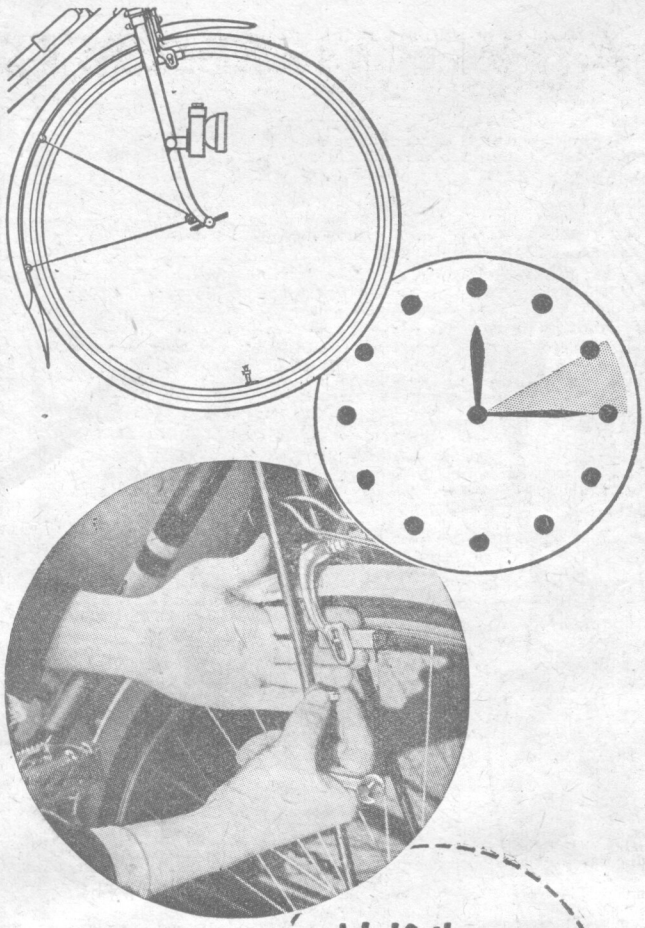

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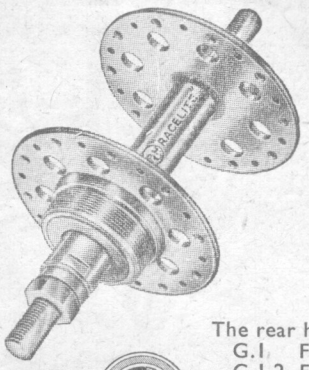

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23rd Edition

Recognized as a vital part of every cyclist's bookshelf, *"Cycling" Manual* provides a complete introduction to the purchase, fitment and all-round use of the bicycle. Technically up to date, the Manual contains information on the laws of lighting and compulsory brake regulations and includes a chapter on massed-start racing. The tables of world and national records and champions have also been revised.

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HETCHINS. Specialists in bicycle frame construction. New catalogue in preparation. Please send threepenny stamp for future delivery. 798/800, Seven Sisters-road, London, N.15. Stamford Hill 4738. zzz-2825

ERNIE CHAMBERS for Viking, Dawes, Sun, Raleigh. Terms arranged. 105, London-road, Mitcham; Walton on the Hill; Tadworth, Surrey. zzz-2830

CLUBMAN'S CYCLE SHOP, district agents for Dawes, Rotrax, Viking, Carlton, Planet, Sun, B.S.A., Hercules, etc. Terms for local riders at the cycle specialists where "Specialist" means cycles, and cycling requirements only. 78, Richmond-road, Kingston-on-Thames. Kingston 0383. zzz-2835

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23-IN. Carlton International. Track ends. Newly sprayed. Chater. G.B. Cinelli. £17 o.n.o. Tel. Leeds 645812. 477-x3790

22-IN. Algurn. 27-in. Weinmann, John Bull Light speed. Campag. New block chain, and chainring. Well maintained. £20 o.n.o. Mr. C. How, 144, Bordesley-road, Morden, Surrey. 477-x3807

24-IN. hand-built lightweight cycle; Simplex 4; 27 in.; Macs, little used. £15. MAR 3294. 477-x3760

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LIGHTWEIGHT, Sports & Tourist Cycles urgently required. Up to £18 cash offered for the right jobs, even higher prices allowed in part-exchange. Bring yours along, cash waiting, or write for details, distance no object. Phone Battersea 4279, Savile's Stores, 165-7, York-road, Battersea. zzz-2833

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BATES CYCLES and frames of Cantiflex and Diadrant fame. Built specially for you with precision engineering accuracy. The finest machines ever made. Booklet free. Horace Bates Cycles, Westcliff-on-Sea, Essex. 477-2549

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SAVILE'S STORES have a fine selection of High-class Tandems. Three months' guarantee. All recent models, no rubbish. Price £20 to £30 carriage paid anywhere. Terms for callers only. Phone Battersea 4279, Savile's Stores, 165-7, York-road, Battersea. zzz-2762

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IVOR CLARK for the best selection of frames, clothing and accessories. Easy terms to callers. 136, Pinner-road, W. Harrow. Har 1303. zzz-2695

MACLEANS specialise in supplying and fitting Campag, Simplex, Benelux, Sturmey Archer, gears and double changers. Complete stock of spares. We supply everything for the racing and touring cyclist, including a comprehensive range of Challenge clothing. Open all Saturday.

MACLEANS Featherweight cycles. Showroom. Sales and Service, 362/3, Upper-street, Islington, N.1. Canonbury 2434, also at 258, High-road, Tottenham, N.15. zzz-2787

DON FARRELL for equipment to suit every type of cyclist. Call and inspect our range of New and Secondhand Cycles, Frames, Wheels, and all touring or racing accessories. Clothing a specialitv. 14, Holmstall-parade, Burnt Oak, Middx. (Adj. Savoy Cinema). Tel. Col 6693. zzz-2705

CARRADICE Cycle Bags and Panniers. Black or dark green proofed duck, grey chromed leather straps. Gauntlet Gloves and Mitts, cream horsehide, tan leather cuffs, all-wool material lined. Illustrated List post free. From dealers, or direct if any difficulty. H. W. Carradice, Leeds Road Works, Nelson, Lancs. 493-0988

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SAVILE'S STORES for Holdsworth, Grubb and Viking frames. Immediate delivery of most models. Phone Battersea 4279, Savile's Stores, 165-7, York-road, Battersea. zzz-2764

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"S.B. SPECIAL" frames are the last word in design and finish, £16 16s. Built to your specification. "S.B. Standard," £13 19s. 6d.; "Club" Welded, £10 19s. 6d.; "S.B. Popular," £9 15s. FULL details from

STAN BUTLER, 57-59, Whitehorse-road, W. Croydon. zzz-2807

"RIGID as a Lance." Lancier made only to your specification. W. H. Beattie, 24, Norton-road, Stockton-on-Tees. Phone 68758. zzz-2687

CLUBMAN'S CYCLE SHOP for Wren, Viking, Rotrax, Grubb, Holdsworth, etc., frames or built into a cycle to your specification. Cyril Wren, 78, Richmond-road, Kingston-on-Thames. Kingston 0383. zzz-2836

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MACLEANS featherweight cycle frames built with K.R.O.M.O. or Reynolds 531 butted tubing. £12 12s. 0d. to £20. From stock or to your detailed specification. Finish to choice with option of chrome plating to ends and crown. Just introduced. The "Arcadian" £8 8s. 0d.

MACLEANS stock frames from 20 in. with short top tube to 25 in. with long top tube.

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NOW is the time to think about ordering that new frame, and to assist you we are holding a show "at home" from January 18 to February 1. Make it a date, make it a Holdsworth.

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PERCY FREEMAN for gears and spares. B.S.A., Sturmey-Archer, Cyclo, Simplex, etc. 109, Brownhill-road, Catford, S.E.6. Hither Green 2779. zzz-2734

CHAIN rings (less cranks) machined to 3/32 in., 24-hour service, 4s., including postage. M. and L. S. Day Cycles, 111, Central-avenue, Welling, Kent. Phone: Woolwich 4633. zzz-2810

PLUM in pudding, "FINGERSLIDE" in your bicycle. Cotterless Light Alloy Pedal Crank Set, based on revolutionary "Wedge-Lock" principle. Lightning removal of Cranks. No extractors, levers, hammering, punching, pressing. No parts have to be taken off. Fits all existing makes of bicycles, chainwheels and bottom brackets. Hexagons of Central Nut and Bolt Head practically flush with Cranks. Ask for description. Cycling Trading Limited, Moons-lane, Horsham. 477-3

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JUST the job. Chas., why don't you ride Chas. Mann's wheels and keep in front? Chas. Mann, The Green, King's Norton, Birmingham. Phone: Kin 3074. zzz-2817

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AS above with Dunlop stainless steel rims, 27in. only. S/F, 76s. 6d.; L/F, 94s. Packing and carriage 3s. 6d. extra.

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ALLHALLOWS-ON-SEA: Campers welcome—Tent sites available (season commences 30 March, 1958). Season ticket from £7 10s. or nightly from 2s. 6d.; weekly from 15s. Club House, amusements, private beach, etc. Write for free brochure, Avery House, Allhallows, near Rochester, Kent. zzz-2826

RED LION, Chenies, Bucks, now under new tenancy, welcomes you. All meals by booking Hall available. 477-1000

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CLOTH Badges and Pennants at very moderate prices. Any quantity from one dozen made to order. Prices and samples from:—Artprints, River-road, Taplow, Bucks. 480-x3789

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EVERYTHING for camping, cycling, mountaineering and ski-ing. F. E. Brigham, 187-191, Conran-street, Manchester 9. zzz-2783

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KAMPSPORT. Clothing is our business, not just a sideline. Winter or summer we have London's best selection of jackets, shoes, sox, tracksuits, gloves, shorts, pantalons. Challenge, Worthy, Greenspot, etc. Ladies and gents. 10, Green-lanes, Palmers Green. Bow 5871. zzz-2792

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MAJOR BROS. offer:—

JACKETS. Oberlander, 69s. 9d. Greenspot "Nomad," 7 pockets, 60s. 9d. Royal Stewart 55s.

SHORTS. Challenge whipcord, black or brown, 42s. 6d. Worthy velvetcord 43s., whipcord 37s. 6d.

MAJOR BROS., 812, London-road, Thornton Heath. zzz-2728

CYRIL WREN, THE CLUBMAN'S CYCLE SHOP for Winter clothing. The popular Nomad jacket with seven pockets, Black or Green, 59s. 6d. Silkin's Spartan 47s. 9d. and Commador 68s. The new Challenge Winterlander with Quilted lining, 78s. 6d. Track suits, Worthy, 54s. 6d.; Silkin's Roma, 58s. Pantaloons in Black Twill or Tweeds 46s. 8d. Le Paris and Continental Sweaters, 75s. Winter Shoes, 39s. 9d. Gloves, Stockings, Berets, Capes, Spattees, in fact, the lot. See them, try them on, and for local riders "Pay as You Ride" terms at 78, Richmond-road, Kingston-on-Thames, Surrey. Kingston 0383. zzz-2838

HOLDSWORTH Clothing and Accessories in stock. Pantalons, 46s. 8d., 50s. 3d., in black or brown whipcord, very hard wearing. Le Paris Cardigans, 75s. New Everest Jackets, black, green or grey, 52s. 11d. Richelieu Hose, white 5s. 9d., coloured 6s. 6d. Quadrille large square patterned Hose, 11s. 6d. Gloves, 4s. 11d., 12s. 6d., 15s. 6d. Mitts, 15s. 6d., 19s. 11d., 21s. 6d. Waterproof Capes in plastic and oilskin, 10s. 6d. to 40s. Quel-Spats, 9s. 9d.; keep your legs dry. Track Suits and Shoes in plenty. Write, phone or call. By return service, money back if not delighted. D. E. S. Kirby, 69, Highbury Park, London, N.5. Phone Can 1508. 477-1005

"A HAPPY New Year" to our fellow cyclists everywhere. Make a resolution to write, phone or call on Holdsworth of Beckenham for all your Cycling requirements.

HERE are a few items in stock now for delivery by return on approval:—

NEW Worthy silky training suits with fleecy lining, knitted collar, wrists and ankles, a really "gen" job at only 69s. 11d., small, medium and large sizes.

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HIP length jackets from 47s. 6d. to 78s. 6d.

SHOES from 34s. 11d. to 52s. 6d.

THE HOUSE OF HOLDSWORTH, 138-140, Beckenham-road, Beckenham, Kent. SYD 7714. 477-13

"STORM CHEETAH" all welded capes. Worn by members of all the leading cycle clubs and knowledgeable cyclists. Four sizes. Four colours. Prices from 17s. 6d. to 21s. 9d. Try the "Handicape," the cape with sleeves—27s. 2d. Ask your dealer for the Storm Cheetah catalogue to-day. The R.F. Development Co., Ltd., St. Neots, Hunts. Tel.: St. Neots 506. zzz-2747

ANDYS ideal gifts include Richelieu Continental stockings, fawn or white, 5s. Gransport shoes, finest quality, black, half sizes 4 to 11, 29s. 6d. Amazing variety of zipp jackets, 29s. 6d. to 79s. 6d. Goldskin plastic capes, 21s. Six-footer 22s. Quality at competitive prices. Andys, 9, Rectory-road, Beckenham Junction. 477-1003

Ours are BAYCLIFF!

Lightest, Strongest, *Best!*

For the Winter Months

"HARDWEAR"
Size 11½" × 7¾" × 6¾". Two end pockets. Solid hide leather fittings. **27/-**

"HIGHWAY"
Size 13" × 9" × 8½". Generous wearing piece to rear and bottom of bag. No end pockets..... **36/-**

"ROUGHRIDER"
Size 15" × 9" × 9½". With two end pockets. Generous wearing piece. Full chrome leather parts throughout..... **56/1**

"STRONGPACK"
Size 13" × 9" × 8½". Two end pockets with leather bound hood flaps and fastening straps..... **49/2**

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Size 15" × 8½" × 7". Two extra large capacity pockets. Leather reinforcing strip. Illustrated below... **51/3**

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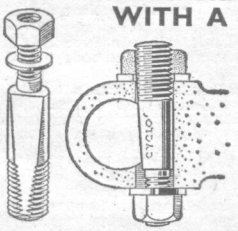

Made from high tensile steel and chromium plated, fits all standard cranks and axles. With a thread and nut at each end, for easy removal and fitting without damage from hammering. Price 2/- per pair.

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"No more hammering, no more bashing—if you charged 6/- instead of 2/-, they would still be worth every penny." H.C.K., Hants.

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ASTON, BIRMINGHAM 6

ALLINS OF CROYDON.

HIP-LENGTH JACKETS. The new Challenge "Oberlander," black, bottle green, or slate grey, 69s. 9d. Greenspot "Nomad," 7 pockets, dark green 60s. 6d., black 62s. 6d.

ROYAL STEWART tartan lined side straps or elastic, 55s. 6d. Sizes 32-44 in stock.

LARGE stocks of Pluses, capes, shoes, stockings, track suits, etc.

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SPECIAL Cyclists' gaberdine windcheaters, combat style; zip and button front, blanket lining, 59s. 6d., also sheepskin mitts, 23s. 6d. Moseley Cycle Co., 364, Moseley-road, and 485, Coventry-road, Birmingham. Phone Calthorpe 3204. zzz-2824

FOR the cold winter days, get a pair of "Twos" or "semi-bockers" in heavy windproof coating. Made to measure for only 50s. From Ossie Dover, "The Cycling Tailor," 160, Kensington, Liverpool 7. Anfield 1683. S.A.E. for patterns and self measure form. zzz-2834

WEAR a "LIPSCOMBE" track suit for warmth and smartness. Other popular makes also stocked. Prices 42s. 6d. to 79s. We have large stocks of Plus One's, Two's and Four's and convertible trouser plusses. Men's 28 to 40 waist. Ladies 24 to 30 waist. Cycling togs are ideal gifts for cyclist friends, so come and see our large selection of jackets, jerseys, capes, shoes, socks, gloves etc., plus all the usual cycle accessories at Frank Lipscombe, 185-7, Markhouse-road, Walthamstow, E.17. Cop 1580. 477-4

CONTINENTAL Track Suits.

ROMA 59s. 6d. made from heavy cotton fleece. Zips on jacket and at ankles. Double seat on narrow leg trousers, shades available maroon, light blue, black and royal blue with contrasting wool ribbing at collar and cuff. Turina 42s. 6d., same fabric as above top part in contrasting colour to body, colours available black/red, royal blue/red, and maroon/gold. Send S.A.E. for order forms to Rhodes Cycles, 130, The Broadway, S.W.19. Lib 7915. 477-12

W. F. HOLDSWORTH, Putney, offer the following attractive lines:—
"NEW silk" lustre track suits, 69s. 11d. "Leather faced" andy type gloves, 8s. 11d. The famous "Raxar" range of Belgian clothing, track suits 5 gns., training tops 65s., wool trousers 77s. 6d. Pure wool racing shorts 48s. 6d., and 62s. 6d. Seeing is believing, so call or write to:—
W. F. HOLDSWORTH, 132, Lower Richmond-road, Putney, S.W.15. Put 1060. 477-10

CLUB NOTICES

NEVER CYCLE UNPROTECTED

ALL N.C.U. members are now covered by £5,000 Third Party insurance and a £250 personal accident insurance whilst cycling in Great Britain or Europe. Pleasure riding; Club runs; Time Trials; Road Racing and Roller Racing are all included in this FREE insurance.

OTHER membership benefits include Road Circuit and Track Racing; Legal advice and assistance; Home and foreign touring; Social events, etc. Annual subscriptions: Services Members, 4s.; Associates, 5s.; Club Members, 7s. 6d. (Juniors 5s.); Private Members, 12s. 6d. (Juniors 8s.)

FULL particulars from National Cyclists' Union, 21, Blackfriars-road, London, S.E.1. zzz-2754

DULWICH PARAGON welcomes new members at the Half Moon, Half Moon-lane, Herne Hill, Fridays, 8 p.m. 485-1001

£10,000 FREE world-wide third-party insurance; free legal aid; free cycling magazine; travel service (tickets, currency, routes); local cycling and social activities; handbook with 6,000 touring addresses; other insurance and touring facilities. C.T.C.—of course. Yearly subscriptions (including 1s. entrance), 21s.; or 16s. under 21; or 11s. under 16. Special rate, 5s. 6d. for under-15s who have passed Ro.S.P.A. proficiency test. Free brochure and magazine from Cyclists' Touring Club, 3, Craven Hill, London, W.2. zzz-2832

£5,000 THIRD PARTY and £250 personal accident insurance. Free for all types of racing, touring, business riding in Britain and abroad.

BRITISH League of Racing Cyclists. Fees from 5s. "The Racing Cyclist and Cyclo-Cross," only road racing paper in Britain. 11d. monthly (post free). Details, Secretary, B.L.R.C., 195, Caledonian-road, London, N.1. 500-1004

CATHOLIC cyclists. Ride with St. Christopher's Sections in many districts. Particulars, Hon. National Secretary, 7, Gair-street, Hyde, Cheshire. 477-2741

BELLE VUE C.C., H.Q., Wandsworth. Racing, social runs every Sunday; reduced fee under 18 years. Write C. Mahon, 176, White Hart-lane, Barnes, S.W.13. 477-2822

JOIN the De Laune C.C. Details from J. Barber, 70, Canonbie-road, London, S.E.23. 528-1009

TO all club secretaries. Now is the time to order your club jerseys, and so avoid the season's rush. We specialise in the famous Silken range and also the "gen" Belgian Raxar sports. Details from:—
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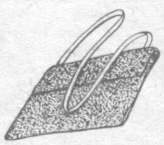

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10/- DEP. and 8 Fortnightly Payments of

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WEINMANN 26 or 27" HP's

Airlite s/fl	109/6	14/-
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Racelite l/fl	108/6	13/9
Airlite l/fl	142/-	18/6
Campagnolo q/r l/fl	152/-	19/9

FIAMME 27" SPRINTS

Campagnolo q/r	129/9	16/9
Airlite l/fl	148/-	19/3
Campagnolo q/r l/fl	158/-	20/8

All wheels built with best rustless D/B spokes and despatched in special cartons by Passenger Train, Company's risk and no extra charge.

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Down Tube Control	80/-	10/-
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Down Tube Control	130/-	16/9
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Bare Wire Assembly	138/6	18/-

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Weinmann Q.R. Brakes	41/9	7/-
Mafac Racer Brakes ...	67/-	11/8
Brooks B15 Swallow Saddle	35/-	5/8
Brooks B17 Swallow Saddle	67/6	12/-
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Leone Tubular ...	41/11	7/-
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LIGHTWEIGHT CYCLES
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I enclose.....Cash/Deposit
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FULL LISTS AND DETAILS ON REQUEST

Contact Lenses (contd.)

MODERN CONTACT LENS CENTRE, 7(G), Endsleigh Court, W.C.1. Deferred terms; booklet sent. zzz-2381

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HOLDSWORTHY Conversion set. 27 in. H.P.s., two months old. £10.—10 Church-drive, Ilkeston, Derbyshire. 477-x2792

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ANDY'S OF BECKENHAM for superb enamelling. Lustre flamboyant panels, lining, chrome. All colours. zzz-2729

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RUSS RENOVATION SERVICE. Now's the time to have your frame enamelled. Really hard gloss, any colour. Lustres, Flams, Lining and panelling. Makers' transfers fixed. Brazing, welding, chrome plating. Comprehensive repair and renovation price list free. 97-101, Battersea-rise, S.W.11. (Bat 6319.) zzz-2823

NEW? No, it has been re-enamelled by the Clubman's Cycle Shop. Get your price list from Cyril Wren, 78, Richmond-road, Kingston-on-Thames, Surrey. Kingston 0383. zzz-2839

F. H. CARPENTER. Enamelling to any make of cycle, black or colours, lustres, flams, lugs picked out, linings, etc., brazing gear bosses and cable eyes, etc. List free, 52, Surbiton-road, Kingston-upon-Thames, Surrey. zzz-2846

W. F. HOLDSWORTH, Putney. The experts in enamelling, frame repairs and "bits brazed on" any make of frame, quick service. Make your frame look like new. Lists available from:—W. F. HOLDSWORTH, 132, Lower Richmond-road, Putney, S.W.15. PUT 1060. 477-9

FRAME SPRAYING

DO you want your frame to look new? If so, it will be worth your bringing or sending it to us for spraying. Any colour. Any finish.

PLEASE note our change of address. R. O. Harrison, Ltd., 111, Evelina-road, Peckham, S.E.15. 479-1007

INSURANCE

30,000 Cycles are stolen every year. Many more are damaged in accidents.

PROTECT yourself (for a very small premium) with the cycle insurance specialists.

VEHICLE AND GENERAL INSURANCE CO., LTD., Liver Buildings, Liverpool. Send for prospectus. 485-998

NOTICES

TAKE NOTICE that an Extraordinary General Meeting of the National Cyclists' Union Limited will be held at the Ambassadors Hotel, Upper Woburn Place, London, W.C.1, on Saturday, January 25th, 1958, at 3.45 p.m. at which the following Special Resolutions will be moved:—

1. Articles of Association.
2. Article 31. Delete "Professional."
3. Article 40. Second sentence. Delete "1,350," "1,000" and "350" and substitute "750," "500" and "250" respectively. Third sentence. Delete "1,000" and "every 750" and substitute "250" and "the first 250, and one private member for each subsequent 500" respectively.

TAKE NOTICE that the Annual General Meeting of the National Cyclists' Union Limited will be held at the Ambassadors Hotel, Upper Woburn Place, London, W.C.1, immediately following the Extraordinary General Meeting on Saturday, January 25th 1958, at 3.45 p.m.

AGENDA

1. To read the Notice convening the meeting.
2. To confirm the Minutes of the Extraordinary General Meeting and of the Annual General Meeting held on 23rd March, 1957.
3. To receive the Reports of the Standing Committees.
4. To receive the Auditor's Report and Balance Sheet for the year ended 30th September, 1957.
5. To appoint an Auditor or Auditors and fix his or their remuneration.

C. KING,
Hon. Secretary.
477-6

PERSONAL

CURACHO BATH SALTS in your hot bath after training are most refreshing. 3/-. 477-1002

ALCOHOLISM overcome secretly, cheaply, permanently, harmlessly; trial and particulars, 5d. Carlton Chemicals, Ltd. (13), Birmingham. 477-1337

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MACLEANS Famous for 40 years. We specialise in repairs to all makes. Enamelling, chrome plating, tracking. Gear eyes and bosses fitted. All work guaranteed.

MACLEAN'S Featherweight Cycles, 362/3, Upper-street, N.1. Canonbury 2434, also at Tottenham. zzz-2789

GOOD NEWS
to start off the 1958 SEASON!

NO INCREASE IN PRICES OF

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TUBULARS

D'ALESSANDRO, the hall-mark of tubular perfection—proved during 1957 with

WORLD'S PRO. ROAD TITLE

and in Great Britain by a multitude of successes including NATIONAL Championships and Records.

MAKE YOUR CHOICE from—

"IMPERFORABILE" 9¾ oz. **76/-**
The "King of Tubs." None better.

"PRIMO" 7¼ oz. **62/6**
Pursuit and short distance specialist's favourite.

"GIRO D'ITALIA" 10 oz. **62/6**
Liveliest of all-rounder tyres.

"CRITERIUM" 8¼ oz. **52/6**
Light and robust for short races.

"IMPERIAL" 12½ oz. **46/-**
A circuit special with stacks of miles in it.

"LEONE" 13¼ oz. **41/11**
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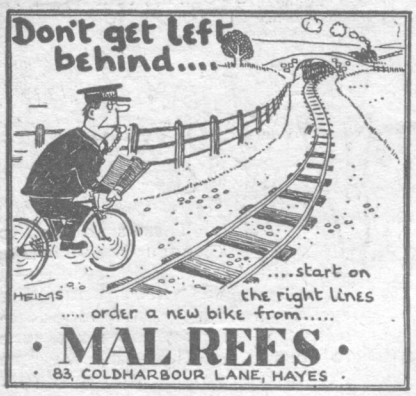

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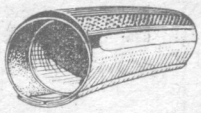

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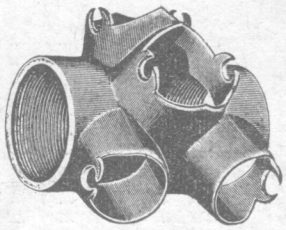

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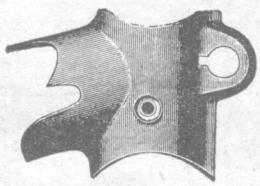

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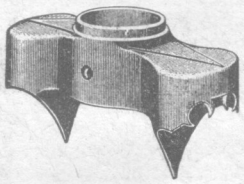

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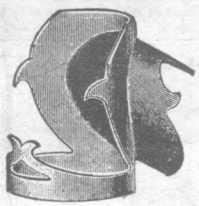

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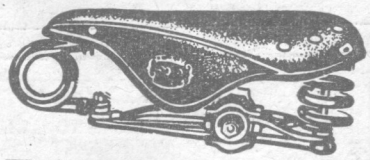

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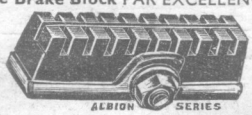

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	JAN.	FEB.	MAR.	APL.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
	5 12 19 26	2 9 16 23	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24 31	7 14 21 28	5 12 19 26	2 9 16 23 30	7 14 21 28
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WEEKS' TOTALS												
MONTHS' TOTALS												
TOTALS TO DATE												
ACTUAL TOTALS FOR CALENDAR MONTH												

In order to record your mileage so as to indicate at a glance the regularity of your riding, place dots corresponding to your weekly total of miles ridden, on the lines of the chart and rule a line from dot to dot. Each column is intended to show the number of miles ridden during the seven days ending with the Sunday, the date of which is given at the top.

January 2, 1958 CYCLING

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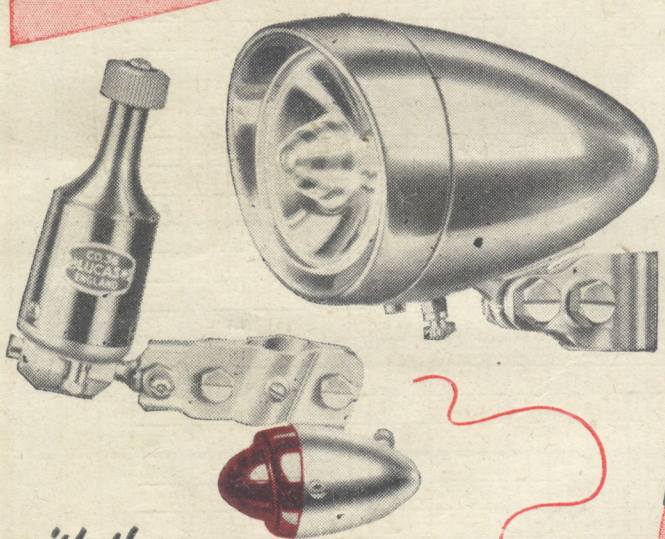

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